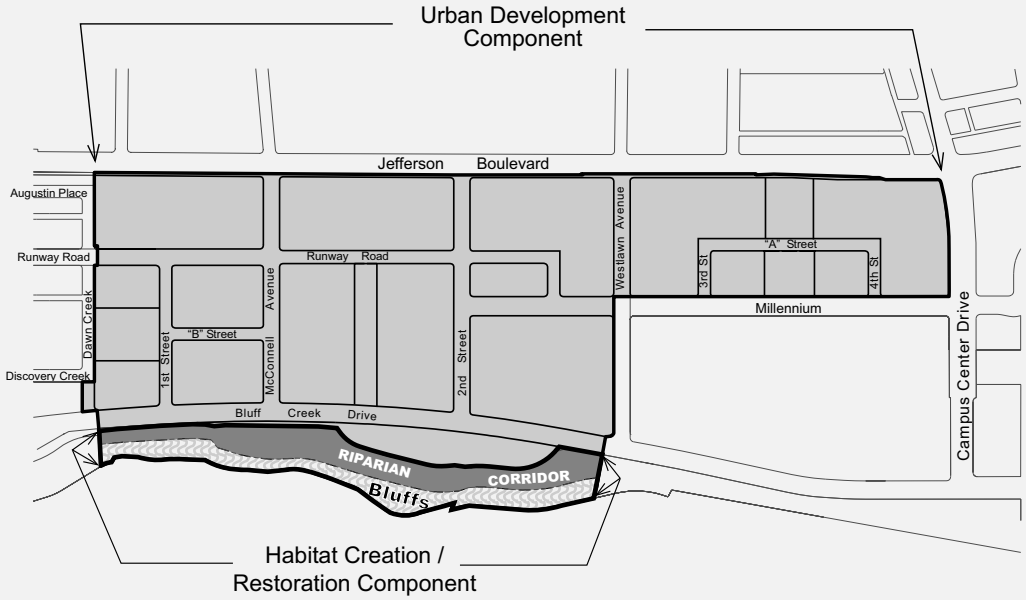
Draft Environmental Impact Report
(DEIR)
Village at Playa Vista



Volume XXI
Technical Appendix K

K. Traffic and Circulation (Cont.)

City of Los Angeles/EIR No. ENV-2002-6129-EIR

2003

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ENVIRONMENTAL IMPACT REPORT (EIR)

VILLAGE AT PLAYA VISTA

TECHNICAL APPENDICES

VOLUME XXI

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K-3	*Kaku Associates and Raju Associates, Inc., The Village at Playa Vista Transportation Plan Environmental Impact Report, Technical Appendix Volume I, July 2003.*
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APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY

AM PEAK HOUR

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.515	A	0.707	C	0.707	C	0.000	N	0.707	C	0.000	N
2	AIRPORT BL	CENTURY BL	0.526	A	0.626	B	0.631	B	0.005	N	0.631	B	0.005	N
3	AIRPORT BL	LA TIJERA BL	0.670	B	0.742	C	0.743	C	0.001	N	0.743	C	0.001	N
4	AVIATION BL	ARBOR VITAE ST	0.515	A	0.667	B	0.670	B	0.003	N	0.670	B	0.003	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.538	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
6	AVIATION BL	CENTURY BL	0.638	D	0.866	D	0.868	D	0.002	N	0.868	D	0.002	N
7	AVIATION BL	IMPERIAL HWY	0.718	C	0.865	D	0.865	D	0.000	N	0.865	D	0.000	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	0.937	E	1.143	F	1.147	F	0.004	N	1.117	F	-0.026	N
9	AVIATION BL	ROSECRANS AV	1.041	F	1.001	F	1.003	F	0.002	N	1.003	F	0.002	N
10	LINCOLN BL	BALLWAY	0.467	A	0.833	D	0.844	D	0.011	N	0.834	D	0.001	N
11	CENTINELA AV	CULVER BL	0.637	B	0.892	D	0.905	E	0.013	Y	0.839	D	-0.053	N
12	CENTINELA AV	JEFFERSON BL	0.669	B	0.656	B	0.746	C	0.090	Y	0.728	C	0.072	Y
13	LA CIENEGA BL	CENTINELA AV	1.103	F	1.201	F	1.211	F	0.010	Y	1.181	F	-0.020	N
14	LA TIJERA BL	CENTINELA AV	0.974	E	1.048	F	1.089	F	0.041	Y	0.914	E	-0.134	N
15	SEPULVEDA BL	CENTINELA AV	0.852	D	1.230	F	1.261	F	0.031	Y	1.159	F	-0.071	N
16	CENTINELA AV	WASHINGTON BL	0.757	C	0.862	D	0.931	E	0.019	Y	0.889	D	0.007	N
17	SEPULVEDA BL	CENTURY BL	0.617	B	0.691	B	0.698	B	0.007	N	0.698	B	0.007	N
18	CULVER BL	JEFFERSON BL	0.741	C	0.817	D	0.835	D	0.018	N	0.807	D	-0.010	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.696	B	0.785	C	0.790	C	0.005	N	0.790	C	0.005	N
20	CULVER BL	MARINA EXWY WB RAMPS	0.900	D	1.082	F	1.084	F	0.002	N	1.084	F	0.002	N
21	CULVER BL	MAIN ST/WASHINGTON BL	0.934	E	1.084	F	1.091	F	0.007	N	1.091	F	0.007	N
22	CULVER BL	VISTA DEL MAR	0.628	B	0.883	D	0.896	D	0.013	N	0.896	D	0.013	N
23	SEPULVEDA BL	EL SEGUNDO BL	0.941	E	1.074	F	1.076	F	0.002	N	1.076	F	0.002	N
24	LINCOLN BL	FIJI WAY	0.539	A	0.779	C	0.792	C	0.013	N	0.774	C	-0.005	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.193	F	1.278	F	1.281	F	0.003	N	1.281	F	0.003	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.796	C	0.962	E	0.984	E	0.022	Y	0.938	E	-0.024	N
27	PERSHING DR	IMPERIAL HWY	0.666	B	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
28	SEPULVEDA BL	IMPERIAL HWY	0.903	E	0.969	E	0.974	E	0.005	N	0.944	E	-0.025	N
29	INGLEWOOD BL	WASHINGTON BL	0.603	B	0.808	D	0.818	D	0.010	N	0.781	C	-0.027	N
30	I-405 NB RAMPS	JEFFERSON BL	0.718	C	0.835	D	0.855	D	0.020	Y	0.783	C	-0.052	N
31	I-405 SB RAMPS	JEFFERSON BL	0.568	A	0.678	B	0.733	C	0.055	Y	0.677	B	-0.001	N
32	LA CIENEGA BL	JEFFERSON BL	1.186	F	1.308	F	1.316	F	0.008	N	1.316	F	0.008	N
33	LINCOLN BL	JEFFERSON BL	0.765	C	0.991	E	1.024	F	0.033	Y	0.988	E	-0.003	N
34	JEFFERSON BL	OVERLAND AV	0.773	C	1.006	F	1.035	F	0.029	Y	1.307	F	0.301	N
35	JEFFERSON BL	SEPULVEDA BL (N)	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
36	LA CIENEGA BL	LA TIJERA BL	0.817	D	0.898	D	0.904	E	0.006	N	0.904	E	0.006	N
37	LA CIENEGA BL	RODEO RD	0.979	E	1.161	F	1.170	F	0.009	N	1.170	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.738	C	0.926	E	0.926	E	0.000	N	0.926	E	0.000	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.892	D	0.795	C	0.804	D	0.009	N	0.804	D	0.009	N
40	I-405 NB RAMPS	LA TIJERA BL	0.829	D	0.693	B	0.693	B	0.000	N	0.693	B	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.710	C	0.668	B	0.668	B	0.000	N	0.668	B	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.413	A	0.799	C	0.818	D	0.019	N	0.788	C	-0.011	N
43	LA TIJERA BL	MANCHESTER AV	0.614	B	0.747	C	0.752	C	0.005	N	0.752	C	0.005	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.721	C	0.843	D	0.847	D	0.004	N	0.819	D	-0.024	N
45	LINCOLN BL	83RD ST	1.163	F	1.339	F	1.366	F	0.027	Y	1.265	F	-0.074	N
46	LINCOLN BL	MANCHESTER AV	0.833	D	1.264	F	1.291	F	0.027	Y	1.261	F	-0.003	N
47	LINCOLN BL	MARINA EXWY	0.851	D	1.039	F	1.056	F	0.017	Y	1.046	F	0.009	N
48	LINCOLN BL	MAXELLA AV	0.585	B	0.897	D	0.909	E	0.012	Y	0.901	E	0.004	N
49	LINCOLN BL	MINDANAO WAY	0.825	D	0.996	E	1.013	F	0.017	Y	1.001	F	0.005	N
50	LINCOLN BL	ROSE AV	0.841	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
51	SEPULVEDA BL	LINCOLN BL	0.523	A	0.595	A	0.603	B	0.008	N	0.603	B	0.008	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	N/A		0.710	C	0.737	C	0.027	N	0.730	C	0.020	N
53	LINCOLN BL	VENICE BL	1.080	F	1.087	F	1.100	F	0.013	Y	1.086	F	-0.001	N
54	LINCOLN BL	WASHINGTON BL	0.816	D	1.153	F	1.163	F	0.010	Y	1.151	F	-0.002	N
55	MAIN ST	ROSE AV	0.487	A	0.510	A	0.511	A	0.001	N	0.511	A	0.001	N
56	PERSHING DR	MANCHESTER AV	0.515	A	0.443	A	0.445	A	0.002	N	0.445	A	0.002	N
57	SEPULVEDA BL	MANCHESTER AV	0.866	D	1.001	F	1.008	F	0.007	N	0.960	E	-0.051	N
58	SEPULVEDA BL	MARIPOSA AV	0.870	D	0.898	D	0.901	E	0.003	N	0.901	E	0.003	N
59	PERSHING DR	WESTCHESTER PKWY	0.287	A	0.432	A	0.434	A	0.002	N	0.434	A	0.002	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W/ PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.862	D	0.865	D	0.898	D	0.033	Y	0.877	D	0.012	N
61	SEPULVEDA BL	ROSECRANS AV	0.968	D	1.020	F	1.023	F	0.003	N	1.023	F	0.003	N
62	SAWTELLE BL	VENICE BL	0.858	D	1.161	F	1.164	F	0.003	N	1.164	F	0.003	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.228	F	1.237	F	1.246	F	0.009	N	1.218	F	-0.021	N
64	SEPULVEDA BL	77TH ST/76TH ST	0.976	E	1.048	F	1.056	F	0.008	N	1.029	F	-0.019	N
65	SEPULVEDA BL	SLAUSON AV	0.679	B	1.068	F	1.073	F	0.005	N	1.032	F	-0.036	N
66	SEPULVEDA BL	VENICE BL	0.967	E	1.152	F	1.155	F	0.003	N	1.155	F	0.003	N
67	LA CIENEGA BL	FAIRFAX AV	1.055	F	1.113	F	1.121	F	0.008	N	1.121	F	0.008	N
68	AIRPORT BL	96TH ST	0.386	A	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
69	ALLA RD	JEFFERSON BL	0.284	A	0.550	A	0.584	A	0.034	N	0.584	A	0.034	N
70	BEETHOVEN ST	JEFFERSON BL	0.206	A	0.370	A	0.402	A	0.032	N	0.402	A	0.032	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.459	A	0.610	B	0.611	B	0.001	N	0.611	B	0.001	N
72	BUNDY DR	OCEAN PARK BL	0.919	E	1.086	F	1.098	F	0.012	Y	1.068	F	-0.018	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.534	A	0.398	A	0.462	A	0.064	N	0.462	A	0.064	N
74	CENTINELA AV	MARINA FWY WB RAMPS	0.647	B	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
75	MESMER AV	CENTINELA AV	[a] 57.2	F	0.438	A	0.457	A	0.019	N	0.457	A	0.019	N
76	BLUFF CREEK DR	CENTINELA AV	N/A		0.474	A	0.512	A	0.038	N	0.512	A	0.038	N
77	INGLEWOOD BL	CULVER BL	0.641	B	0.798	C	0.846	D	0.048	Y	0.661	B	0.019	N
78	CULVER BL	NICHOLSON ST	0.650	B	0.917	E	0.933	E	0.016	Y	0.907	E	-0.010	N
79	FALMOUTH AV	MANCHESTER AV	0.216	A	0.455	A	0.463	A	0.008	N	0.463	A	0.008	N
80	GLENCOE AV	MAXELLA AV	0.322	A	0.323	A	0.323	A	0.000	N	0.323	A	0.000	N
81	LINCOLN BL	HUGHES TER	0.688	B	0.585	A	0.605	B	0.020	N	0.593	A	0.013	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.613	B	0.833	D	0.862	D	0.029	Y	0.831	D	-0.002	N
83	McCONNELL AV	JEFFERSON BL	[a] 52.8	F	[a] 95.4	F	0.451	A	N/A	N	0.451	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.311	A	0.416	A	0.442	A	0.026	N	0.442	A	0.026	N
85	WESTLAWN AV	JEFFERSON BL	0.315	A	0.447	A	0.499	A	0.052	N	0.499	A	0.052	N
86	LINCOLN BL	LOYOLA BL	0.417	A	0.723	C	0.744	C	0.021	N	0.744	C	0.021	N
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.666	B	0.804	D	0.804	D	0.000	N	0.804	D	0.000	N
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.420	A	0.560	A	0.562	A	0.002	N	0.562	A	0.002	N
89	PACIFIC AV	WASHINGTON BL	0.590	A	0.673	B	0.674	B	0.001	N	0.674	B	0.001	N
90	PALAWAN WAY	WASHINGTON BL	[a] 18.0	C	1.009	F	1.009	F	0.000	N	1.009	F	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	0.699	B	0.761	C	0.767	C	0.006	N	0.741	C	-0.020	N
92	SEPULVEDA BL	83RD ST	0.591	A	0.738	C	0.742	C	0.004	N	0.742	C	0.004	N
93	WALGROVE AV	VENICE BL	0.711	C	0.864	D	0.866	D	0.002	N	0.866	D	0.002	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	0.680	B	1.233	F	1.236	F	0.003	N	1.236	F	0.003	N
95	BRISTOL PKWY	SLAUSON AV	[a] 24.7	C	0.725	C	0.730	C	0.005	N	0.730	C	0.005	N
96	BRISTOL PKWY	CENTINELA AV	0.760	C	0.603	B	0.625	B	0.022	N	0.625	B	0.022	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.662	B	0.792	C	0.796	C	0.004	N	0.796	C	0.004	N
98	GREEN VALLEY CIR	CENTINELA AV	0.807	D	0.895	D	0.916	E	0.021	Y	0.735	C	-0.160	N
99	CENTINELA AV	WASHINGTON PL	0.894	D	0.918	E	0.929	E	0.011	Y	0.861	D	-0.057	N
100	OVERLAND AV	CULVER BL	0.719	C	0.971	E	0.990	E	0.019	Y	0.901	E	-0.070	N
101	SEPULVEDA BL	CULVER BL	0.954	E	0.993	E	1.003	F	0.010	Y	0.990	E	-0.003	N
102	SAWTELLE BL	CULVER BL	0.735	C	0.889	D	0.897	D	0.008	N	0.825	D	-0.064	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.581	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
104	HANNUM AV	PLAYA ST	0.701	C	0.869	D	0.897	D	0.028	Y	0.884	D	0.015	N
105	HANNUM AV	SLAUSON AV	0.540	A	0.551	A	0.551	A	0.000	N	0.551	A	0.000	N
106	JEFFERSON BL	SLAUSON AV	0.431	A	0.577	A	0.591	A	0.014	N	0.591	A	0.014	N
107	MARINA FWY	SLAUSON AV	0.677	B	0.672	B	0.692	B	0.020	N	0.692	B	0.020	N
108	REDWOOD AV	WASHINGTON BL	0.401	A	0.657	B	0.657	B	0.000	N	0.657	B	0.000	N
109	LINCOLN BL	OCEAN PARK BL	1.130	F	1.248	F	1.252	F	0.004	N	1.252	F	0.004	N
110	MAIN ST	OCEAN PARK BL	0.921	E	0.958	E	0.958	E	0.000	N	0.958	E	0.000	N
111	NEILSON WAY	OCEAN PARK BL	0.695	B	0.726	C	0.727	C	0.001	N	0.727	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	0.515	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
113	ADMIRALTY WAY	FIJI WAY	0.319	A	0.473	A	0.477	A	0.004	N	0.477	A	0.004	N
114	ADMIRALTY WAY	MINDANAO WAY	0.766	C	0.903	E	0.906	E	0.003	N	0.898	D	-0.005	N
115	PALAWAN WAY	ADMIRALTY WAY	0.543	A	0.865	D	0.871	D	0.006	N	0.793	C	-0.072	N
116	VIA MARINA	ADMIRALTY WAY	0.582	A	0.912	E	0.918	E	0.006	N	0.918	E	0.006	N
117	MAIN ST	PICO BL	0.680	B	0.775	C	0.775	C	0.000	N	0.775	C	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.632	B	0.729	C	0.730	C	0.001	N	0.730	C	0.001	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
119	SEPULVEDA BL	MAPLE AV	0.686	B	0.827	D	0.831	D	0.004	N	0.831	D	0.004	N
120	SEPULVEDA BL	GRAND AV	1.034	F	1.025	F	1.034	F	0.008	N	1.034	F	0.008	N
121	SEPULVEDA BL	MARINE AV	1.093	F	1.103	F	1.105	F	0.002	N	1.105	F	0.002	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.167	F	1.189	F	1.193	F	0.004	N	1.193	F	0.004	N
123	CENTINELA AV	SHORT AV	0.589	A	0.643	B	0.655	B	0.012	N	0.655	B	0.012	N
124	LINCOLN BL	PICO BL	0.988	E	1.240	F	1.243	F	0.003	N	1.243	F	0.003	N
125	OCEAN AV	WILSHIRE BL	0.616	B	0.717	C	0.717	C	0.000	N	0.717	C	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.481	A	0.621	B	0.622	B	0.001	N	0.522	B	0.001	N
127	4TH ST	WILSHIRE BL	0.577	A	0.659	B	0.660	B	0.001	N	0.660	B	0.001	N
128	4TH ST	PICO BL	0.943	E	1.031	F	1.035	F	0.004	N	1.035	F	0.004	N
129	4TH ST	OCEAN PARK BL N	[b] 16.9	C	0.471	A	0.473	A	0.002	N	0.473	A	0.002	N
130	4TH ST	OCEAN PARK BL S	[b] 13.6	B	0.454	A	0.455	A	0.001	N	0.455	A	0.001	N
131	LINCOLN BL	WILSHIRE BL	0.729	C	0.897	D	0.899	D	0.002	N	0.899	D	0.002	N
132	23RD ST	PICO BL	0.677	B	0.730	C	0.732	C	0.002	N	0.732	C	0.002	N
133	23RD ST	OCEAN PARK BL	0.974	E	1.095	F	1.097	F	0.002	N	1.097	F	0.002	N
134	CLOVERFIELD BL	PICO BL	0.823	D	0.931	E	0.933	E	0.002	N	0.933	E	0.002	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.607	B	0.727	C	0.729	C	0.002	N	0.729	C	0.002	N
136	26TH ST	WILSHIRE BL	0.719	C	0.952	E	0.953	E	0.001	N	0.953	E	0.001	N
137	4TH ST	COLORADO AV	0.637	B	0.692	B	0.692	B	0.000	N	0.692	B	0.000	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.882	D	0.888	D	0.888	D	0.000	N	0.888	D	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.948	E	0.951	E	0.953	E	0.002	N	0.553	E	0.002	N
140	ALVERN ST	CENTINELA AV	0.738	C	0.741	C	0.762	C	0.021	N	0.762	C	0.021	N
141	SHERBOURNE DR	CENTINELA AV	0.746	C	0.785	C	0.807	D	0.022	Y	0.777	C	-0.008	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	N/A		0.521	A	0.521	A	0.000	N	0.521	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.686	B	0.753	C	0.759	C	0.006	N	0.759	C	0.006	N
144	CORNING AV	SLAUSON AV	0.843	D	0.859	D	0.864	D	0.005	N	0.864	D	0.005	N
145	KINGS RD	SLAUSON AV	0.552	A	0.558	A	0.559	A	0.001	N	0.559	A	0.001	N
146	LA TIJERA BL	SLAUSON AV	0.512	A	0.615	B	0.617	B	0.001	N	0.617	B	0.001	N
147	FAIRFAX AV	SLAUSON AV	0.847	D	1.091	F	1.092	F	0.001	N	1.092	F	0.001	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	0.939	E	1.126	F	1.129	F	0.003	N	1.129	F	0.003	N
149	SAWTELLE BL	WASHINGTON PL	0.511	A	0.906	E	0.907	E	0.001	N	0.907	E	0.001	N
150	SAWTELLE BL	WASHINGTON BL	0.484	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.229	A	0.496	A	0.499	A	0.004	N	0.499	A	0.004	N
152	SAWTELLE BL	BRADDOCK DR	0.602	B	0.699	B	0.703	C	0.004	N	0.703	C	0.004	N
153	SEPULVEDA BL	BRADDOCK DR	0.572	A	0.847	D	0.849	D	0.002	N	0.849	D	0.002	N
154	SEPULVEDA BL	WASHINGTON PL	0.638	D	1.027	F	1.029	F	0.002	N	1.029	F	0.002	N
155	SEPULVEDA BL	WASHINGTON BL	0.741	C	0.891	D	0.898	D	0.007	N	0.898	D	0.007	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	0.744	C	1.002	F	1.007	F	0.005	N	1.007	F	0.005	N
157	OVERLAND AV	VENICE BL	0.886	D	1.124	F	1.126	F	0.002	N	1.126	F	0.002	N
158	OVERLAND AV	WASHINGTON BL	0.940	E	1.011	F	1.020	F	0.009	N	1.020	F	0.009	N
159	OVERLAND AV	BRADDOCK DR	0.551	A	0.881	D	0.897	D	0.016	N	0.897	D	0.016	N
160	MOTOR AV	VENICE BL	0.849	D	0.991	E	0.993	E	0.002	N	0.993	E	0.002	N
161	CULVER BL	VENICE BL	0.828	D	1.035	F	1.039	F	0.004	N	1.039	F	0.004	N
162	MOTOR AV	WASHINGTON BL	0.744	C	1.004	F	1.006	F	0.002	N	1.006	F	0.002	N
163	JEFFERSON BL	NATIONAL BL	0.435	A	0.466	A	0.469	A	0.003	N	0.469	A	0.003	N
164	JEFFERSON BL	RODEO RD	0.757	C	0.806	D	0.818	D	0.012	N	0.818	D	0.012	N
165	JEFFERSON BL	DUQUESNE AV	0.838	D	0.964	E	0.971	E	0.007	N	0.917	E	-0.047	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.616	B	0.679	B	0.679	B	0.000	N	0.679	B	0.000	N
167	WALGROVE AV	WASHINGTON BL	[a] 23.2	C	0.791	C	0.791	C	0.000	N	0.791	C	0.000	N
168	LINCOLN BL	I-10 EB ON RAMP	1.184	F	1.208	F	1.212	F	0.004	N	1.212	F	0.004	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.881	D	0.971	E	0.971	E	0.000	N	0.971	E	0.000	N
170	SEPULVEDA BL	SAWTELLE BL	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
171	ABBOTT KINNEY BL	VENICE BL	0.687	B	0.767	C	0.710	C	0.005	N	0.710	C	0.003	N
172	AIRPORT BL	MANCHESTER AV	0.675	B	0.752	C	0.757	C	0.005	N	0.757	C	0.005	N
173	BUNDY DR	I-10 EB ON-RAMP	1.034	F	1.297	F	1.297	F	0.000	N	1.297	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.684	B	0.793	C	0.799	C	0.006	N	0.799	C	0.006	N
175	LA BREA AV	CENTINELA AV	1.167	F	1.395	F	1.412	F	0.017	Y	1.304	F	-0.091	N
176	DOUGLAS ST	IMPERIAL HWY	0.545	A	0.770	C	0.771	C	0.001	N	0.771	C	0.001	N
177	VISTA DEL MAR	GRAND AV	0.697	B	0.803	D	0.809	D	0.006	N	0.609	D	0.006	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

INT #	STREET NAME	CROSS STREET	2003 EXISTING V/C	2003 EXISTING LOS	2010 BASE V/C	2010 BASE LOS	2010 W / PROJECT V/C	2010 W / PROJECT LOS	V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM V/C	2010 W / PROJ W OVERALL MITIGATION PROGRAM LOS	V/C INCREASE	IMP.
178	CRENSHAW BL	SLAUSON AV	0.942	E	1.057	F	1.059	F	0.002	N	1.059	F	0.002	N
179	FAIRFAX AV	WASHINGTON BL	0.868	D	1.225	F	1.233	F	0.008	N	1.233	F	0.008	N
180	CRENSHAW BL	FLORENCE AV	0.697	B	0.815	D	0.817	D	0.002	N	0.817	D	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.323	A	0.415	A	0.416	A	0.001	N	0.416	A	0.001	N
182	MAIN ST	IMPERIAL HWY	0.757	C	1.007	F	1.011	F	0.004	N	1.011	F	0.004	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.614	B	0.796	C	0.799	C	0.003	N	0.799	C	0.003	N
184	VISTA DEL MAR	IMPERIAL HWY	0.539	A	1.092	F	1.100	F	0.008	N	1.100	F	0.008	N
185	LA CIENEGA BL	IMPERIAL HWY	0.337	A	0.645	B	0.645	B	0.000	N	0.645	B	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.565	A	0.585	A	0.586	A	0.001	N	0.586	A	0.001	N
187	LA BREA AV	I-10 WB OFF RAMP	0.533	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	1.068	F	1.070	F	1.071	F	0.001	N	1.071	F	0.001	N
189	LA BREA AV	SLAUSON AV	0.972	E	1.132	F	1.139	F	0.007	N	1.139	F	0.007	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.936	E	0.953	E	0.956	E	0.003	N	0.956	E	0.003	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	[a] 28.3	D	0.814	D	0.815	D	0.001	N	0.815	D	0.001	N
192	LA CIENEGA BL	111TH ST	0.241	A	0.273	A	0.273	A	0.000	N	0.273	A	0.000	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.434	A	0.541	A	0.543	A	0.002	N	0.543	A	0.002	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.361	A	0.453	A	0.454	A	0.001	N	0.454	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.334	A	0.402	A	0.405	A	0.003	N	0.405	A	0.003	N
196	LA CIENEGA BL	MANCHESTER BL	0.598	A	0.899	D	0.902	E	0.003	N	0.902	E	0.003	N
197	LA CIENEGA BL	STOCKER ST	1.227	F	1.335	F	1.341	F	0.006	N	1.341	F	0.006	N
198	LA CIENEGA BL	VENICE BL	1.059	F	1.176	F	1.178	F	0.002	N	1.178	F	0.002	N
199	LA CIENEGA BL	WASHINGTON BL	0.941	E	1.032	F	1.034	F	0.002	N	1.034	F	0.002	N
200	SEPULVEDA BL	WESTCHESTER PKWY	0.695	B	1.056	F	1.062	F	0.006	N	1.009	F	-0.047	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.609	B	0.633	B	0.634	B	0.001	N	0.634	B	0.001	N
202	I-405 NB OFF RAMP	CENTURY BL	0.765	C	1.114	F	1.115	F	0.001	N	1.115	F	0.001	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.496	A	0.519	A	0.519	A	0.000	N	0.519	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.563	A	0.662	B	0.662	B	0.000	N	0.662	B	0.000	N
205	INGLEWOOD AV	LENNOX BL	0.697	B	0.825	D	0.827	D	0.002	N	0.827	D	0.002	N
206	CENTINELA AV	FLORENCE AV	0.545	A	0.613	B	0.622	B	0.009	N	0.622	B	0.009	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.564	A	0.787	C	0.790	C	0.003	N	0.790	C	0.003	N
208	SEPULVEDA BL/PCH	ARTESIA BL	0.863	D	0.869	D	0.873	D	0.004	N	0.873	D	0.004	N
209	CENTINELA AV	VENICE BL	1.128	F	1.228	F	1.248	F	0.020	Y	1.199	F	-0.029	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.497	A	0.551	A	0.563	A	0.012	N	0.563	A	0.012	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.498	A	0.531	A	0.536	A	0.005	N	0.536	A	0.005	N
212	OVERLAND AV	PALMS BL	0.803	D	0.913	E	0.915	E	0.002	N	0.915	E	0.002	N
215	PLAYA VISTA DR	CULVER BL	N/A		0.678	B	0.678	B	0.000	N	0.678	B	0.000	N
216	PLAYA VISTA DR	B ST	N/A		0.382	A	0.388	A	0.006	N	0.388	A	0.006	N
217	PLAYA VISTA DR	JEFFERSON BL	N/A		0.661	B	0.687	B	0.026	N	0.687	B	0.026	N
218	PLAYA VISTA DR	BLUFF CREEK DR	N/A		0.439	A	0.473	A	0.034	N	0.473	A	0.034	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A		N/A		0.310	A	N/A	N	0.310	A	N/A	N
220	12TH ST	BLUFF CREEK DR	N/A		0.327	A	0.393	A	0.066	N	0.393	A	0.066	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY

PM PEAK HOUR

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.523	A	0.819	D	0.825	D	0.006	N	0.825	D	0.006	N
2	AIRPORT BL	CENTURY BL	0.613	B	0.652	B	0.659	B	0.007	N	0.659	B	0.007	N
3	AIRPORT BL	LA TIJERA BL	0.489	A	0.715	C	0.715	C	0.000	N	0.715	C	0.000	N
4	AVIATION BL	ARBOR VITAE ST	0.689	B	0.802	D	0.807	D	0.005	N	0.807	D	0.005	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.633	B	0.731	C	0.734	C	0.003	N	0.734	C	0.003	N
6	AVIATION BL	CENTURY BL	0.751	C	0.972	E	0.981	E	0.009	N	0.981	E	0.009	N
7	AVIATION BL	IMPERIAL HWY	0.717	C	0.908	E	0.908	E	0.000	N	0.908	E	0.000	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	0.873	D	0.887	D	0.921	E	0.034	Y	0.891	D	0.004	N
9	AVIATION BL	ROSECRANS AV	1.338	F	1.064	F	1.064	F	0.000	N	1.064	F	0.000	N
10	LINCOLN BL	BALI WAY	0.664	B	1.018	F	1.034	F	0.016	N	1.024	F	0.005	N
11	CENTINELA AV	CULVER BL	0.767	C	0.850	D	0.869	D	0.019	N	0.845	D	-0.005	N
12	CENTINELA AV	JEFFERSON BL	0.495	A	0.747	C	0.855	D	0.108	Y	0.837	D	0.090	Y
13	LA CIENEGA BL	CENTINELA AV	1.162	F	1.253	F	1.262	F	0.009	N	1.232	F	-0.021	N
14	LA TIJERA BL	CENTINELA AV	0.726	C	0.872	D	0.902	E	0.030	Y	0.798	C	-0.074	N
15	SEPULVEDA BL	CENTINELA AV	0.750	C	1.185	F	1.262	F	0.077	Y	1.192	F	0.007	N
16	CENTINELA AV	WASHINGTON BL	0.887	D	0.973	E	0.991	E	0.018	Y	0.978	E	0.005	N
17	SEPULVEDA BL	CENTURY BL	0.763	C	0.887	D	0.895	D	0.008	N	0.895	D	0.008	N
18	CULVER BL	JEFFERSON BL	0.675	B	0.807	D	0.829	D	0.022	Y	0.801	D	-0.006	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.888	D	0.621	B	0.623	B	0.002	N	0.623	B	0.002	N
20	CULVER BL	MARINA EXWY WB RAMPS	0.941	E	1.033	F	1.042	F	0.009	N	1.042	F	0.009	N
21	CULVER BL	MAIN ST/WASHINGTON BL	0.745	C	0.881	D	0.885	D	0.004	N	0.885	D	0.004	N
22	CULVER BL	VISTA DEL MAR	0.642	B	0.599	A	0.618	B	0.019	N	0.618	B	0.019	N
23	SEPULVEDA BL	EL SEGUNDO BL	1.100	F	1.297	F	1.303	F	0.006	N	1.303	F	0.006	N
24	LINCOLN BL	FIJI WAY	0.795	C	0.903	E	0.927	E	0.024	Y	0.910	E	0.007	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	0.887	D	0.893	D	0.897	D	0.004	N	0.897	D	0.004	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.774	C	0.953	E	1.303	F	0.350	Y	0.957	E	0.004	N
27	PERSHING DR	IMPERIAL HWY	0.463	A	0.521	A	0.525	A	0.004	N	0.525	A	0.004	N
28	SEPULVEDA BL	IMPERIAL HWY	1.066	F	1.230	F	1.255	F	0.025	Y	1.225	F	-0.005	N
29	INGLEWOOD BL	WASHINGTON BL	0.893	D	0.993	E	1.014	F	0.021	Y	0.974	E	-0.019	N
30	I-405 NB RAMPS	JEFFERSON BL	0.738	C	1.313	F	1.323	F	0.010	Y	1.114	F	-0.199	N
31	I-405 SB RAMPS	JEFFERSON BL	0.560	A	0.761	C	0.815	D	0.054	Y	0.763	C	0.002	N
32	LA CIENEGA BL	JEFFERSON BL	1.143	F	1.178	F	1.185	F	0.007	N	1.185	F	0.007	N
33	LINCOLN BL	JEFFERSON BL	0.800	C	1.051	F	1.110	F	0.059	Y	1.060	F	0.009	N
34	JEFFERSON BL	OVERLAND AV	0.881	D	0.874	D	0.897	D	0.023	Y	0.870	D	-0.004	N
35	JEFFERSON BL	SEPULVEDA BL (N)	0.815	D	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
36	LA CIENEGA BL	LA TIJERA BL	0.761	C	0.789	C	0.799	C	0.010	N	0.799	C	0.010	N
37	LA CIENEGA BL	RODEO RD	1.189	F	1.253	F	1.262	F	0.009	N	1.262	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.583	A	0.625	B	0.629	B	0.004	N	0.629	B	0.004	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.742	C	0.758	C	0.773	C	0.015	N	0.773	C	0.015	N
40	I-405 NB RAMPS	LA TIJERA BL	0.828	D	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.803	D	0.703	C	0.703	C	0.000	N	0.703	C	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.484	A	0.868	D	0.894	D	0.026	Y	0.864	D	-0.004	N
43	LA TIJERA BL	MANCHESTER AV	0.598	A	0.769	C	0.777	C	0.008	N	0.777	C	0.008	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.719	C	0.913	E	0.932	E	0.019	Y	0.875	D	-0.038	N
45	LINCOLN BL	83RD ST	0.724	C	1.021	F	1.083	F	0.062	Y	1.011	F	-0.010	N
46	LINCOLN BL	MANCHESTER AV	0.916	D	1.203	F	1.237	F	0.034	Y	1.207	F	0.004	N
47	LINCOLN BL	MARINA EXWY	0.931	E	1.096	F	1.113	F	0.017	Y	1.105	F	0.009	N
48	LINCOLN BL	MAXELLA AV	0.750	C	0.952	E	0.963	E	0.011	Y	0.955	E	0.003	N
49	LINCOLN BL	MINDANAO WAY	0.927	E	1.152	F	1.171	F	0.019	Y	1.159	F	0.007	N
50	LINCOLN BL	ROSE AV	0.829	D	0.894	D	0.902	E	0.008	N	0.902	E	0.008	N
51	SEPULVEDA BL	LINCOLN BL	0.645	B	0.819	D	0.836	D	0.017	N	0.836	D	0.017	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	N/A		0.868	D	0.908	E	0.040	Y	0.884	D	0.016	N
53	LINCOLN BL	VENICE BL	1.016	F	1.060	F	1.071	F	0.011	Y	1.065	F	0.005	N
54	LINCOLN BL	WASHINGTON BL	0.964	E	1.241	F	1.254	F	0.013	Y	1.242	F	0.001	N
55	MAIN ST	ROSE AV	0.764	C	0.900	D	0.903	E	0.003	N	0.903	E	0.003	N
56	PERSHING DR	MANCHESTER AV	0.430	A	0.411	A	0.419	A	0.008	N	0.419	A	0.008	N
57	SEPULVEDA BL	MANCHESTER AV	1.019	F	1.178	F	1.235	F	0.057	Y	1.184	F	0.006	N
58	SEPULVEDA BL	MARIPOSA AV	0.872	D	1.074	F	1.077	F	0.003	N	1.077	F	0.003	N

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SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
59	PERSHING DR	WESTCHESTER PKWY	0.251	A	0.386	A	0.392	A	0.004	N	0.392	A	0.004	N
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.958	E	0.925	E	0.953	E	0.028	Y	0.925	E	0.000	N
61	SEPULVEDA BL	ROSECRANS AV	1.093	F	1.397	F	1.400	F	0.003	N	1.400	F	0.003	N
62	SAWTELLE BL	VENICE BL	0.851	D	1.238	F	1.242	F	0.004	N	1.242	F	0.004	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	0.931	E	1.237	F	1.256	F	0.019	Y	1.226	F	-0.011	N
64	SEPULVEDA BL	77TH ST/76TH ST	0.687	B	1.000	E	1.034	F	0.034	Y	1.007	F	0.007	N
65	SEPULVEDA BL	SLAUSON AV	0.729	C	1.029	F	1.042	F	0.013	Y	1.001	F	-0.028	N
66	SEPULVEDA BL	VENICE BL	0.764	C	1.124	F	1.127	F	0.003	N	1.127	F	0.003	N
67	LA CIENEGA BL	FAIRFAX AV	0.891	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
68	AIRPORT BL	96TH ST	0.391	A	0.672	B	0.688	B	0.016	N	0.688	B	0.016	N
69	ALLA RD	JEFFERSON BL	0.239	A	0.468	A	0.512	A	0.044	N	0.512	A	0.044	N
70	BEETHOVEN ST	JEFFERSON BL	0.285	A	0.367	A	0.402	A	0.035	N	0.402	A	0.035	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.539	A	0.858	D	0.860	D	0.002	N	0.860	D	0.002	N
72	BUNDY DR	OCEAN PARK BL	1.308	F	1.332	F	1.348	F	0.016	Y	1.318	F	-0.014	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.706	C	0.566	A	0.615	B	0.049	N	0.615	B	0.049	N
74	CENTINELA AV	MARINA FWY WB RAMPS	0.753	C	0.449	A	0.470	A	0.021	N	0.470	A	0.021	N
75	MESMER AV	CENTINELA AV	[a] 32.4	D	0.406	A	0.447	A	0.041	N	0.447	A	0.041	N
76	BLUFF CREEK DR	CENTINELA AV	N/A		0.591	A	0.726	C	0.135	Y	0.698	B	0.107	N
77	INGLEWOOD BL	CULVER BL	0.785	C	0.979	E	1.053	F	0.074	Y	0.824	D	0.013	N
78	CULVER BL	NICHOLSON ST	0.814	D	0.739	C	0.765	C	0.026	N	0.739	C	0.000	N
79	FALMOUTH AV	MANCHESTER AV	0.255	A	0.594	A	0.597	A	0.003	N	0.597	A	0.003	N
80	GLENCOE AV	MAXELLA AV	0.567	A	0.571	A	0.572	A	0.001	N	0.572	A	0.001	N
81	LINCOLN BL	HUGHES TER	0.917	E	0.780	C	0.824	D	0.044	Y	0.798	C	0.018	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.610	B	0.789	C	0.828	D	0.039	Y	0.805	D	0.016	N
83	McCONNELL AV	JEFFERSON BL	[a] 273.4	F	[a] 696.2	F	0.385	A	N/A	N	0.385	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.263	A	0.464	A	0.517	A	0.053	N	0.517	A	0.053	N
85	WESTLAWN AV	JEFFERSON BL	0.379	A	0.473	A	0.572	A	0.099	N	0.572	A	0.099	N
86	LINCOLN BL	LOYOLA BL	0.538	A	0.699	B	0.728	C	0.029	N	0.728	C	0.029	N
87	MINDANAO WY	MARINA FWY EB RAMPS	0.83	D	0.889	D	0.893	D	0.004	N	0.893	D	0.004	N
88	MINDANAO WY	MARINA FWY WB RAMPS	0.616	B	0.635	B	0.635	B	0.000	N	0.635	B	0.000	N
89	PACIFIC AV	WASHINGTON BL	0.647	B	0.697	B	0.699	B	0.002	N	0.699	B	0.002	N
90	PALAWAN WAY	WASHINGTON BL	[a] 16.6	C	0.948	E	0.948	E	0.000	N	0.948	E	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	0.793	C	1.005	F	1.022	F	0.017	Y	0.997	E	-0.008	N
92	SEPULVEDA BL	83RD ST	0.627	B	0.859	D	0.873	D	0.014	N	0.873	D	0.014	N
93	WALGROVE AV	VENICE BL	0.859	D	1.079	F	1.082	F	0.003	N	1.082	F	0.003	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	0.875	D	1.311	F	1.314	F	0.003	N	1.314	F	0.003	N
95	BRISTOL PKWY	SLAUSON AV	[a] 19.5	C	0.675	B	0.684	B	0.009	N	0.684	B	0.009	N
96	BRISTOL PKWY	CENTINELA AV	0.538	A	0.571	A	0.620	B	0.049	N	0.620	B	0.049	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.811	D	0.792	C	0.801	D	0.009	N	0.801	D	0.009	N
98	GREEN VALLEY CIR	CENTINELA AV	0.574	A	0.670	B	0.699	B	0.029	N	0.661	B	0.011	N
99	CENTINELA AV	WASHINGTON PL	0.963	E	0.941	E	0.955	E	0.014	Y	0.879	D	-0.062	N
100	OVERLAND AV	CULVER BL	0.748	C	0.945	E	0.966	E	0.021	Y	0.913	E	-0.032	N
101	SEPULVEDA BL	CULVER BL	0.923	E	0.926	E	0.937	E	0.011	Y	0.923	E	-0.003	N
102	SAWTELLE BL	CULVER BL	0.745	C	1.027	F	1.046	F	0.019	Y	0.932	E	-0.095	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.782	C	0.968	E	0.969	E	0.001	N	0.969	E	0.001	N
104	HANNUM AV	PLAYA ST	0.707	C	0.786	C	0.786	C	0.000	N	0.786	C	-0.000	N
105	HANNUM AV	SLAUSON AV	0.480	A	0.536	A	0.541	A	0.005	N	0.541	A	0.005	N
106	JEFFERSON BL	SLAUSON AV	0.539	A	0.654	B	0.691	B	0.037	N	0.691	B	0.037	N
107	MARINA FWY	SLAUSON AV	0.663	B	0.747	C	0.760	C	0.013	N	0.760	C	0.013	N
108	REDWOOD AV	WASHINGTON BL	0.427	A	0.713	C	0.714	C	0.001	N	0.714	C	0.001	N
109	LINCOLN BL	OCEAN PARK BL	1.133	F	1.369	F	1.372	F	0.003	N	1.372	F	0.003	N
110	MAIN ST	OCEAN PARK BL	0.838	D	1.022	F	1.023	F	0.001	N	1.023	F	0.001	N
111	NEILSON WAY	OCEAN PARK BL	0.737	C	0.775	C	0.776	C	0.001	N	0.776	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	0.813	D	1.069	F	1.078	F	0.009	N	1.078	F	0.009	N
113	ADMIRALTY WAY	FIJI WAY	0.501	A	0.647	B	0.659	B	0.012	N	0.659	B	0.012	N
114	ADMIRALTY WAY	MINDANAO WAY	0.921	E	1.132	F	1.145	F	0.013	Y	1.138	F	0.006	N
115	PALAWAN WAY	ADMIRALTY WAY	0.804	D	1.132	F	1.145	F	0.013	Y	1.019	F	-0.113	N
116	VIA MARINA	ADMIRALTY WAY	0.859	D	1.119	F	1.127	F	0.008	N	1.127	F	0.008	N

THE VILLAGE AT PLAYA VISTA PROJECT
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PM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
117	MAIN ST	PICO BL	0.912	E	0.945	E	0.945	E	0.000	N	0.945	E	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.841	D	0.888	D	0.889	D	0.001	N	0.889	D	0.001	N
119	SEPULVEDA BL	MAPLE AV	0.771	C	1.075	F	1.078	F	0.003	N	1.078	F	0.003	N
120	SEPULVEDA BL	GRAND AV	1.164	F	1.305	F	1.310	F	0.005	N	1.310	F	0.005	N
121	SEPULVEDA BL	MARINE AV	1.133	F	1.330	F	1.332	F	0.002	N	1.332	F	0.002	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.251	F	1.335	F	1.337	F	0.002	N	1.337	F	0.002	N
123	CENTINELA AV	SHORT AV	0.578	A	0.634	B	0.653	B	0.019	N	0.653	B	0.019	N
124	LINCOLN BL	PICO BL	1.066	F	1.228	F	1.232	F	0.004	N	1.232	F	0.004	N
125	OCEAN AV	WILSHIRE BL	0.624	B	0.684	B	0.684	B	0.000	N	0.684	B	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.934	E	0.958	E	0.959	E	0.001	N	0.959	E	0.001	N
127	4TH ST	WILSHIRE BL	0.602	B	0.726	C	0.726	C	0.000	N	0.726	C	0.000	N
128	4TH ST	PICO BL	0.912	E	1.021	F	1.023	F	0.002	N	1.023	F	0.002	N
129	4TH ST	OCEAN PARK BL N	[b] 18.5	C	0.551	A	0.552	A	0.001	N	0.552	A	0.001	N
130	4TH ST	OCEAN PARK BL S	[b] 13.1	B	0.493	A	0.495	A	0.002	N	0.495	A	0.002	N
131	LINCOLN BL	WILSHIRE BL	0.883	D	0.910	E	0.912	E	0.002	N	0.912	E	0.002	N
132	23RD ST	PICO BL	0.975	E	0.988	E	0.990	E	0.002	N	0.990	E	0.002	N
133	23RD ST	OCEAN PARK BL	1.272	F	1.308	F	1.311	F	0.003	N	1.311	F	0.003	N
134	CLOVERFIELD BL	PICO BL	0.891	D	0.916	E	0.917	E	0.001	N	0.917	E	0.001	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.709	C	0.819	D	0.823	D	0.004	N	0.823	D	0.004	N
136	26TH ST	WILSHIRE BL	0.910	E	0.970	E	0.970	E	0.000	N	0.970	E	0.000	N
137	4TH ST	COLORADO AV	0.844	D	0.902	E	0.903	E	0.001	N	0.903	E	0.001	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.926	E	1.116	F	1.116	F	0.000	N	1.116	F	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.869	D	0.919	E	0.920	E	0.001	N	0.920	E	0.001	N
140	ALVERN ST	CENTINELA AV	0.610	B	0.752	C	0.781	C	0.029	N	0.781	C	0.029	N
141	SHERBOURNE DR	CENTINELA AV	0.591	A	0.700	B	0.724	C	0.024	N	0.694	B	-0.006	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	N/A		0.228	A	0.228	A	0.000	N	0.228	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.613	B	0.641	B	0.648	B	0.007	N	0.648	B	0.007	N
144	CORNING AV	SLAUSON AV	0.629	B	0.691	B	0.696	B	0.005	N	0.696	B	0.005	N
145	KINGS RD	SLAUSON AV	0.496	A	0.575	A	0.586	A	0.011	N	0.586	A	0.011	N
146	LA TIJERA BL	SLAUSON AV	0.536	A	0.734	C	0.743	C	0.009	N	0.743	C	0.009	N
147	FAIRFAX AV	SLAUSON AV	0.793	C	1.008	F	1.015	F	0.007	N	1.015	F	0.007	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	0.812	B	1.081	F	1.087	F	0.006	N	1.087	F	0.006	N
149	SAWTELLE BL	WASHINGTON PL	0.525	A	1.072	F	1.075	F	0.003	N	1.075	F	0.003	N
150	SAWTELLE BL	WASHINGTON BL	0.577	A	0.981	E	0.987	E	0.006	N	0.987	E	0.006	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.251	A	0.494	A	0.499	A	0.005	N	0.499	A	0.005	N
152	SAWTELLE BL	BRADDOCK DR	0.700	B	0.753	C	0.758	C	0.005	N	0.758	C	0.005	N
153	SEPULVEDA BL	BRADDOCK DR	0.611	B	0.968	E	0.974	E	0.006	N	0.974	E	0.006	N
154	SEPULVEDA BL	WASHINGTON PL	0.635	B	1.107	F	1.113	F	0.006	N	1.113	F	0.006	N
155	SEPULVEDA BL	WASHINGTON BL	0.769	C	1.026	F	1.035	F	0.009	N	1.035	F	0.009	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	0.729	C	0.977	E	0.985	E	0.008	N	0.985	E	0.008	N
157	OVERLAND AV	VENICE BL	1.002	F	1.145	F	1.151	F	0.006	N	1.151	F	0.006	N
158	OVERLAND AV	WASHINGTON BL	0.863	D	1.213	F	1.221	F	0.008	N	1.221	F	0.008	N
159	OVERLAND AV	BRADDOCK DR	0.618	B	0.965	E	0.974	E	0.009	N	0.974	E	0.009	N
160	MOTOR AV	VENICE BL	0.925	E	1.019	F	1.028	F	0.009	N	1.028	F	0.009	N
161	CULVER BL	VENICE BL	0.915	E	0.994	E	0.997	E	0.003	N	0.997	E	0.003	N
162	MOTOR AV	WASHINGTON BL	0.778	C	0.922	E	0.931	E	0.009	N	0.931	E	0.009	N
163	JEFFERSON BL	NATIONAL BL	0.813	B	0.635	B	0.646	B	0.011	N	0.646	B	0.011	N
164	JEFFERSON BL	RODEO RD	0.807	D	0.878	D	0.886	D	0.008	N	0.886	D	0.008	N
165	JEFFERSON BL	DUQUESNE AV	0.888	D	0.976	E	0.987	E	0.011	Y	0.934	E	-0.042	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.740	C	0.741	C	0.001	N	0.741	C	0.001	N
167	WALGROVE AV	WASHINGTON BL	[a] 16.7	C	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
168	LINCOLN BL	I-10 EB ON RAMP	0.928	E	1.039	F	1.041	F	0.002	N	1.041	F	0.002	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.966	E	1.138	F	1.141	F	0.003	N	1.141	F	0.003	N
170	SEPULVEDA BL	SAWTELLE BL	0.815	D	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
171	ABBOTT KINNEY BL	VENICE BL	0.652	B	0.764	C	0.771	C	0.007	N	0.771	C	0.007	N
172	AIRPORT BL	MANCHESTER AV	0.707	C	0.870	D	0.878	D	0.008	N	0.878	D	0.008	N
173	BUNDY DR	I-10 EB ON-RAMP	0.964	E	1.169	F	1.169	F	0.000	N	1.169	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.739	C	0.794	C	0.799	C	0.005	N	0.799	C	0.005	N

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INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
175	LA BREA AV	CENTINELA AV	1.134	F	1.192	F	1.201	F	0.009	N	1.132	F	-0.060	N
176	DOUGLAS ST	IMPERIAL HWY	0.432	A	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
177	VISTA DEL MAR	GRAND AV	0.508	A	0.540	A	0.548	A	0.008	N	0.548	A	0.008	N
178	CRENSHAW BL	SLAUSON AV	1.287	F	1.289	F	1.292	F	0.003	N	1.292	F	0.003	N
179	FAIRFAX AV	WASHINGTON BL	0.687	B	0.693	B	0.700	B	0.007	N	0.700	B	0.007	N
180	CRENSHAW BL	FLORENCE AV	0.824	D	0.873	D	0.875	D	0.002	N	0.875	D	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.464	A	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
182	MAIN ST	IMPERIAL HWY	0.672	B	0.904	E	0.906	E	0.002	N	0.906	E	0.002	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.329	A	0.425	A	0.427	A	0.002	N	0.427	A	0.002	N
184	VISTA DEL MAR	IMPERIAL HWY	0.462	A	0.483	A	0.490	A	0.007	N	0.490	A	0.007	N
185	LA CIENEGA BL	IMPERIAL HWY	0.463	A	0.464	A	0.464	A	0.000	N	0.464	A	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.634	B	0.689	B	0.691	B	0.002	N	0.691	B	0.002	N
187	LA BREA AV	I-10 WB OFF RAMP	0.637	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	0.989	E	1.123	F	1.124	F	0.001	N	1.124	F	0.001	N
189	LA BREA AV	SLAUSON AV	0.961	E	1.081	F	1.090	F	0.009	N	1.090	F	0.009	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	1.057	F	1.168	F	1.174	F	0.006	N	1.174	F	0.006	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	[a] 34.8	D	0.785	C	0.786	C	0.001	N	0.785	C	0.001	N
192	LA CIENEGA BL	111TH ST	0.357	A	0.531	A	0.532	A	0.001	N	0.532	A	0.001	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.503	A	0.506	A	0.508	A	0.002	N	0.508	A	0.002	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.255	A	0.306	A	0.307	A	0.001	N	0.307	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.311	A	0.516	A	0.519	A	0.003	N	0.519	A	0.003	N
196	LA CIENEGA BL	MANCHESTER BL	0.928	E	0.940	E	0.942	E	0.002	N	0.942	E	0.002	N
197	LA CIENEGA BL	STOCKER ST	1.066	F	1.218	F	1.225	F	0.007	N	1.225	F	0.007	N
198	LA CIENEGA BL	VENICE BL	0.980	E	1.064	F	1.065	F	0.001	N	1.065	F	0.001	N
199	LA CIENEGA BL	WASHINGTON BL	0.770	C	0.816	D	0.817	D	0.001	N	0.817	D	0.001	N
200	SEPULVEDA BL	WESTCHESTER PKWY	0.792	C	1.200	F	1.239	F	0.039	Y	1.185	F	-0.015	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.561	A	0.620	B	0.623	B	0.003	N	0.623	B	0.003	N
202	I-405 NB OFF RAMP	CENTURY BL	0.565	A	0.600	A	0.601	B	0.001	N	0.601	B	0.001	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.579	A	0.600	A	0.600	A	0.000	N	0.600	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.818	D	0.840	D	0.841	D	0.001	N	0.841	D	0.001	N
205	INGLEWOOD AV	LENNOX BL	0.814	D	0.920	E	0.921	E	0.001	N	0.921	E	0.001	N
206	CENTINELA AV	FLORENCE AV	0.780	C	0.825	D	0.832	D	0.007	N	0.832	D	0.007	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.552	A	0.620	B	0.621	B	0.001	N	0.621	B	0.001	N
208	SEPULVEDA BL/PCH	ARTESIA BL	1.209	F	1.220	F	1.222	F	0.002	N	1.222	F	0.002	N
209	CENTINELA AV	VENICE BL	1.187	F	1.332	F	1.350	F	0.018	Y	1.251	F	-0.081	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.623	B	0.661	B	0.667	B	0.006	N	0.667	B	0.006	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.556	A	0.577	A	0.583	A	0.006	N	0.583	A	0.006	N
212	OVERLAND AV	PALMS BL	0.857	D	1.106	F	1.111	F	0.005	N	1.111	F	0.005	N
215	PLAYA VISTA DR	CULVER BL	N/A		0.474	A	0.478	A	0.004	N	0.478	A	0.004	N
216	PLAYA VISTA DR	B ST	N/A		0.337	A	0.344	A	0.007	N	0.344	A	0.007	N
217	PLAYA VISTA DR	JEFFERSON BL	N/A		0.715	C	0.744	C	0.029	N	0.744	C	0.029	N
218	PLAYA VISTA DR	BLUFF CREEK DR	N/A		0.549	A	0.599	A	0.050	N	0.599	A	0.050	N
219	MCCONNELL AV	BLUFF CREEK DR			N/A		0.455	A	N/A	N	0.455	A	N/A	N
220	12TH ST	BLUFF CREEK DR	N/A		0.415	A	0.525	A	0.110	N	0.525	A	0.110	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3A

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITONS

AM PEAK HOUR

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 20110

AM/PM: AM Comments: INT# 1

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	674	107	94	679	101	117	543	115	63	257	96
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	674	107	94	679	101	117	543	115	63	257	96
LANE	1	0	1	0	1	0	1	0	3	0	0	1	0	1	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: 226 B: 94

EastBound A: 129 B: 63

WestBound A: 329 B: 117

NorthBound A: 391 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 = A(W/B) + B(E/B)

V/C = (391 + 94 + 329 + 63) / *1500 = 0.515 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 19430

AM/PM: AM Comments: INT# 2

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	44	30	292	156	309	83	1490	446	358	823	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	44	30	292	156	309	83	1490	446	358	823	13
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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto

Critical Movements Diagram

SouthBound A: 211 B: 112

EastBound A: 206 B: 187

WestBound A: 390 B: 83

NorthBound A: 22 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 = (22 + 211 + 390 + 187) / *1375 = 0.526 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 20070

AM/PM: AM Comments: INT# 3

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	98	222	535	96	170	45	706	864	14	49	730	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	222	535	96	170	45	706	864	14	49	730	13
LANE	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	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: 215 B: 96

EastBound A: 248 B: 49

WestBound A: 455 B: 388

NorthBound A: 285 B: 98

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 = (285 + 98 + 388 + 248) / *1375 = 0.670 LOS = B

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: AM Comments: INT# 4

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	300	517	86	33	365	113	93	513	44	60	334	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	300	517	86	33	365	113	93	513	44	60	334	132
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: 259 B: 33

EastBound A: 233 B: 60

WestBound A: 279 B: 93

NorthBound A: 259 B: 300

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 = (300 + 239 + 279 + 60) / *1500 = 0.515 LOS = A

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2003AM

CalcaDB

March 3, 2003 Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 94001

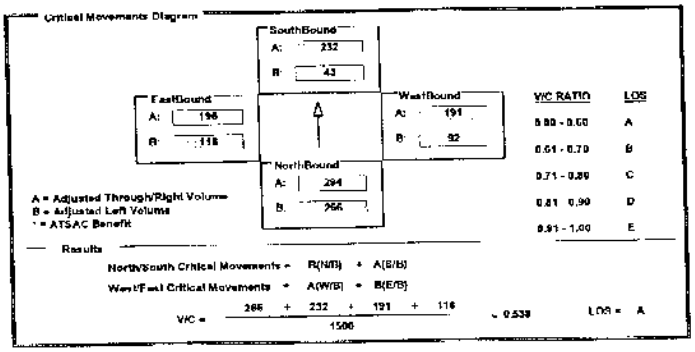
AM/PM: AM Comments: INT# 5

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	266	514	73	43	397	66	92	382	132	116	232	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	514	73	43	397	66	92	382	132	116	232	159
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	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



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 = N(N/B) + A(S/B)

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

V/C = (266 + 232 + 191 + 116) / 1500 = 0.539 LOS = A

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2003AM

CalcaDB

March 3, 2003 Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 19350

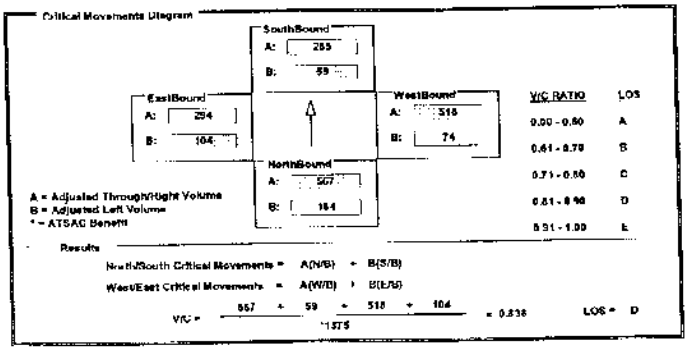
AM/PM: AM Comments: INT# 6

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	1053	61	107	569	122	74	1875	197	104	1054	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	335	1053	61	107	569	122	74	1875	197	104	1054	123
LANE	2	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



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 = (557 + 59 + 518 + 184) / 1375 = 0.838 LOS = D

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2003AM

CalcaDB

March 3, 2003 Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 19200

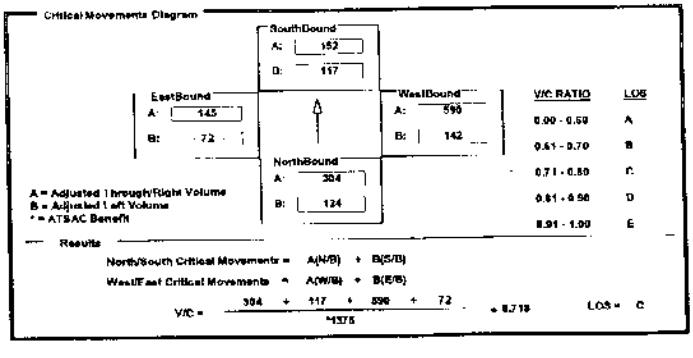
AM/PM: AM Comments: INT# 7

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	608	137	213	304	150	258	1311	707	130	335	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	608	137	213	304	150	258	1311	707	130	335	100
LANE	2	0	2	0	1	0	2	0	1	0	1	1	0	2	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto

Critical Movements Diagram



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 = (304 + 117 + 598 + 72) / 1375 = 0.718 LOS = C

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2003AM

CalcaDB

March 3, 2003 Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER BLVD I/S No: 94000

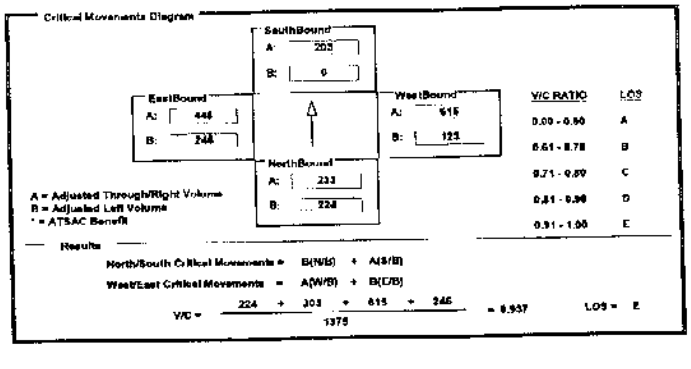
AM/PM: AM Comments: INT# 8

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	224	347	118	0	399	326	123	1229	76	246	896	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	347	118	0	399	326	123	1229	76	246	896	105
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (224 + 303 + 615 + 246) / 1375 = 0.937 LOS = E

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AVE I/S No: 99278

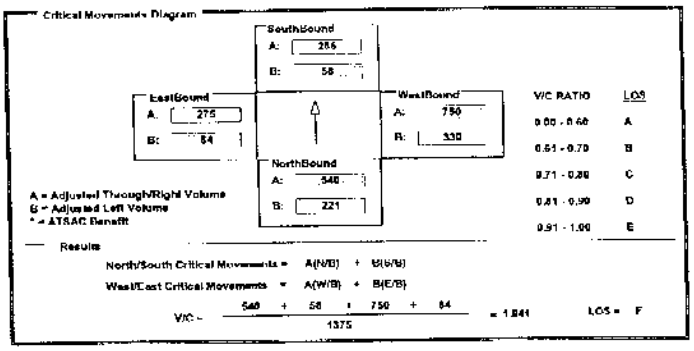
AM/PM: AM Comments: INT# 9

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	221	993	540	58	473	286	600	1499	302	152	722	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	993	540	58	473	286	600	1499	302	152	722	102
LANE	1	0	2	0	1	0	1	0	2	0	1	0	0	2	0	2	0	1	0	2	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



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 = (540 + 58 + 750 + 84) / 1375 = 1.841 LOS = F

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALLIWAY I/S No: 20449

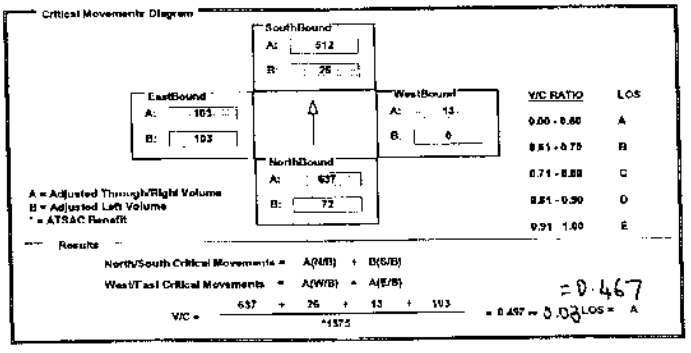
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	72	1878	32	26	1313	224	0	0	13	202	3	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	1878	32	26	1313	224	0	0	13	202	3	33
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	0	1	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



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 = (637 + 26 + 13 + 103) / *1375 = 0.497 = 0.03 LOS = A

= 0.467

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: CULVER BLVD I/S No: 20470

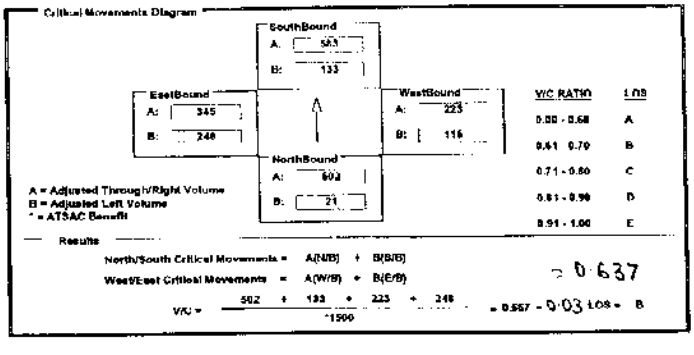
AM/PM: AM Comments: INT# 11

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	1003	123	133	1086	80	116	328	117	248	668	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1003	123	133	1086	80	116	328	117	248	668	21
LANE	1	0	2	0	1	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
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (502 + 133 + 223 + 248) / *1500 = 0.557 = 0.03 LOS = B

= 0.637

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: JEFFERSON BLVD I/S No: 20513

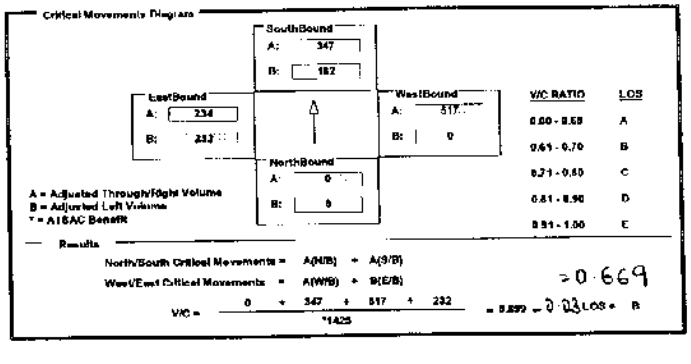
AM/PM: AM Comments: INT# 12

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	331	5	579	0	1034	424	421	702	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	331	5	579	0	1034	424	421	702	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	2	0	0	1	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	OLA	Perm	OLA	Prot-Fix	<none>

Critical Movements Diagram



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 = (0 + 347 + 517 + 232) / *1425 = 0.599 = 0.03 LOS = B

= 0.669

Developed by Chun Wong, 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AVE I/S No: 19920

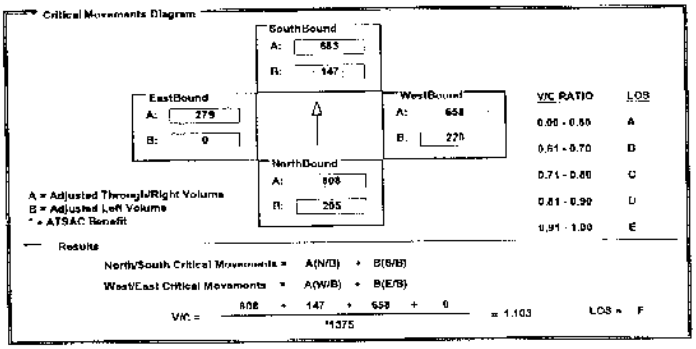
AM/PM: AM Comments: INT# 13

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	205	2378	46	147	2020	29	220	1316	271	0	717	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	2378	46	147	2020	29	220	1316	271	0	717	119
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 0 1	0	0 2	0 1	0 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Flt	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (808 + 147 + 658 + 0) / 1375 = 1.103 LOS = F

Developed by Chun Wong 12:24

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: CENTINELA AVE I/S No: 19970

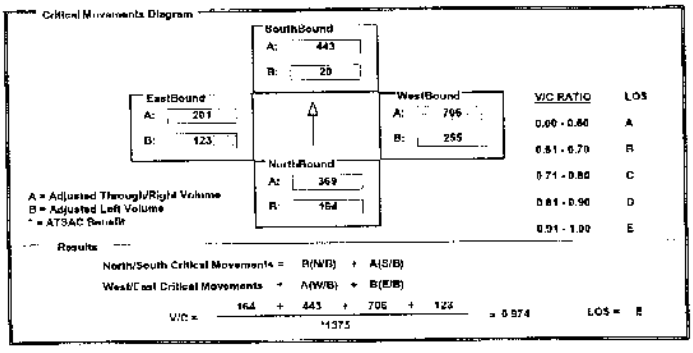
AM/PM: AM Comments: INT# 14

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	298	981	125	20	1154	174	255	1396	16	123	579	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	298	981	125	20	1154	174	255	1396	16	123	579	24
LANE	2 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 1 0		1 0 1	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



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 = (164 + 443 + 706 + 123) / 1375 = 0.974 LOS = E

Developed by Chun Wong 12:24

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AVI I/S No: 93001

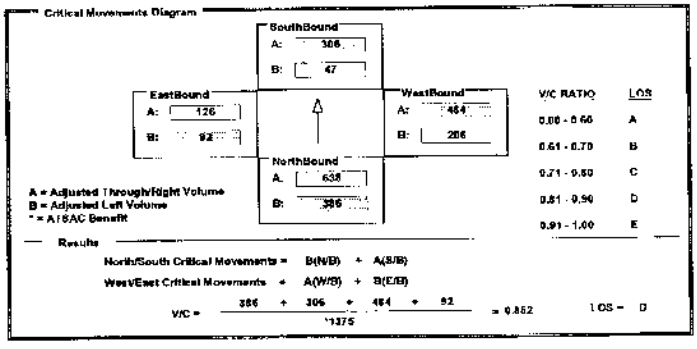
AM/PM: AM Comments: INT# 15

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	701	1914	151	86	919	92	374	800	168	92	379	392
AMBIENT												
RELATED												
PROJECT												
TOTAL	701	1914	151	86	919	92	374	800	168	92	379	392
LANE	2 0 3	0 1 0		2 0 3	0 1 0		2 0 1	0 1 0		1 0 3	0 2 0	
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (396 + 306 + 484 + 92) / 1375 = 0.852 LOS = D

Developed by Chun Wong 12:24

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: WASHINGTON BLVD I/S No: 99146

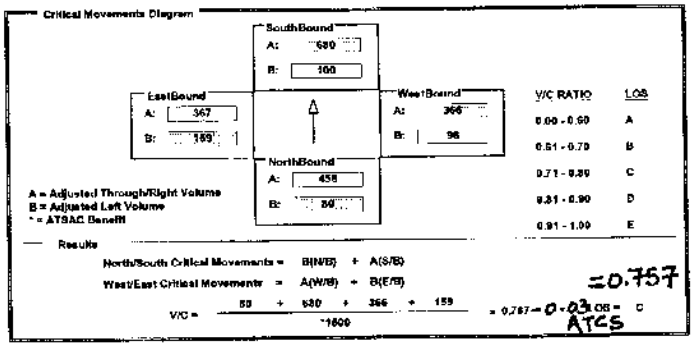
AM/PM: AM Comments: INT# 16

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	80	799	112	100	1308	52	96	600	132	159	631	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	799	112	100	1308	52	96	600	132	159	631	102
LANE	1 0 1	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



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 = (80 + 630 + 366 + 159) / 1600 = 0.787 - 0.03 LOS = C

=0.757

ATCS

Developed by Chun Wong 12:24

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 19680

AM/PM: AM Comments: INT# 17

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	3331	14	0	2189	204	358	36	358	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3331	14	0	2189	204	358	36	358	0	0	0
LANE	0	4	0	0	4	0	1	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 547 B: 0

EastBound A: 0 B: 0

WestBound A: 197 B: 197

NorthBound A: 833 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 = (833 + 0 + 197 + 0) / *1500 = 0.617 LOS = B

Developed by Chun Wong, 1999

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 19917

AM/PM: AM Comments: INT# 18

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	2160	416	12	338	0	309	0	11	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2160	416	12	338	0	309	0	11	0	0	0
LANE	0	2	0	0	1	0	1	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 205 B: 12

EastBound A: 0 B: 0

WestBound A: 11 B: 170

NorthBound A: 1080 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 = (1080 + 12 + 170 + 0) / *1500 = 0.771 - 0.03 LOS = C

= 0.741

Developed by Chun Wong, 1999

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: MARINA EXWY EB RAMPS I/S No: 20380

AM/PM: AM Comments: INT# 19

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	678	528	99	345	0	0	0	0	73	1373	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	678	528	99	345	0	0	0	0	73	1373	13
LANE	0	3	1	0	1	0	1	2	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 173 B: 99

EastBound A: 693 B: 73

WestBound A: 0 B: 0

NorthBound A: 402 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 = (402 + 99 + 0 + 693) / *1500 = 0.726 - 0.03 LOS = C

= 0.696 B

Developed by Chun Wong, 1999

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: MARINA EXWY WB OFF-RAMP I/S No: 20400

AM/PM: AM Comments: INT# 20

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	633	0	0	223	309	131	1742	57	86	0	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	633	0	0	223	309	131	1742	57	86	0	102
LANE	1	2	0	0	0	0	0	2	0	1	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 266 B: 9

EastBound A: 102 B: 86

WestBound A: 908 B: 131

NorthBound A: 317 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 = A(W/B) + A(E/B)

V/C = (157 + 266 + 908 + 102) / *1425 = 0.838 - 0.03 LOS = E

= 0.900

Developed by Chun Wong, 1999

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: WASHINGTON BLVD I/S No: 99226

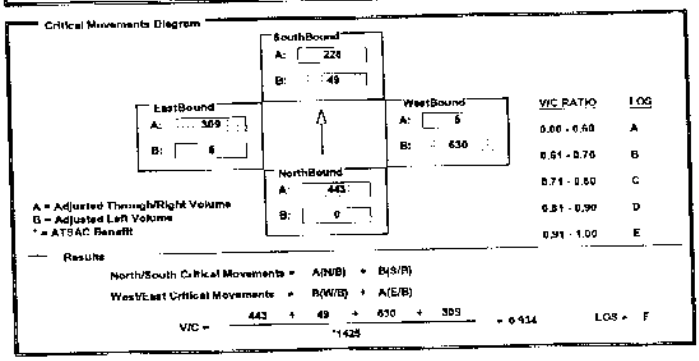
AM/PM: AM Comments: INT# 21

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	885	731	49	455	0	1145	0	5	5	133	171
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	885	731	49	455	0	1145	0	5	5	133	171
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (443 + 49 + 630 + 309) / *1425 = 0.914 LOS = F

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 20380

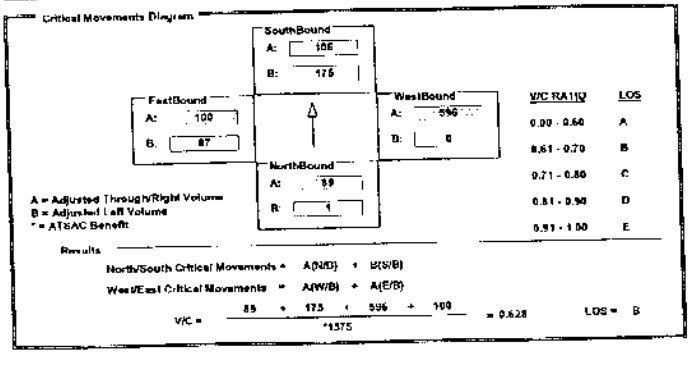
AM/PM: AM Comments: INT# 22

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	171	5	318	77	29	3	16	1174	87	13	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	171	5	318	77	29	3	16	1174	87	13	0
LANE	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (89 + 176 + 596 + 100) / *1575 = 0.628 LOS = B

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 95322

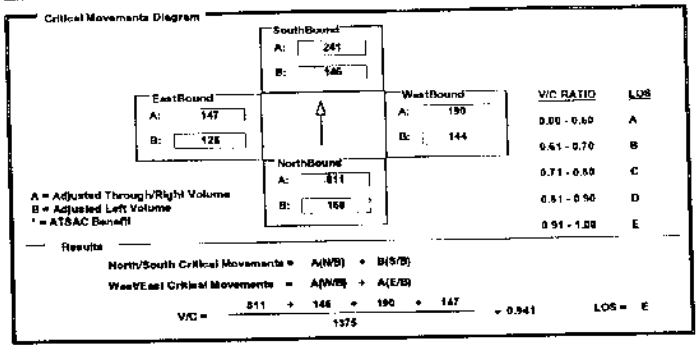
AM/PM: AM Comments: INT# 23

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	306	2973	272	265	962	174	144	379	259	126	293	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	306	2973	272	265	962	174	144	379	259	126	293	209
LANE	2	0	3	0	1	0	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	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



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 = (811 + 146 + 190 + 147) / 1375 = 0.941 LOS = E

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WAY I/S No: 20447

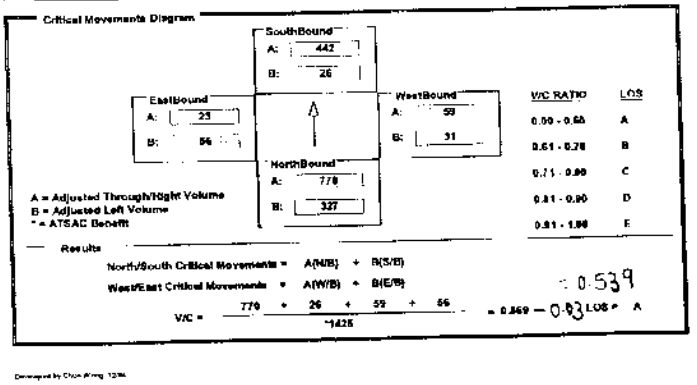
AM/PM: AM Comments: INT# 24

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	595	2278	31	26	1273	53	31	33	26	56	23	537
AMBIENT												
RELATED												
PROJECT												
TOTAL	595	2278	31	26	1273	53	31	33	26	56	23	537
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	0	0	1	0	1	0	0	1	0	1	0	1	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



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 = (770 + 26 + 59 + 56) / *1425 = 0.869 = 0.539 − 0.03 LOS = A

Developed by Chun Wong, 1994

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AVE I/S No: 99324

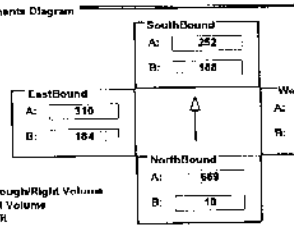
AM/PM: AM Comments: INT# 25

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	10	1267	71	188	242	10	50	20	693	184	102	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	1267	71	188	242	10	50	20	693	184	102	24
LANE	1 0	1 0	1 0	1 0	0 0	1 0	1 0	1 0	0 1	0 0	1 0	0 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

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 = (669 + 188 + 599 + 184) / 1375 = 1.193 LOS = F

Developed by Chun Wong 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 19885

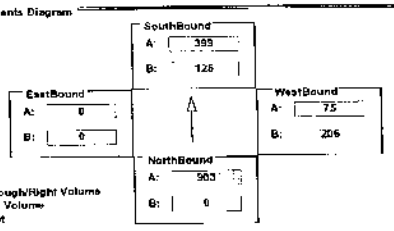
AM/PM: AM Comments: INT# 26

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	2709	1057	228	1196	0	558	0	200	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2709	1057	228	1196	0	558	0	200	0	0	0
LANE	0 0	3 0	0 1	0 2	0 3	0 0	0 3	0 0	0 1	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



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 = (903 + 126 + 206 + 0) / 1425 = 0.796 LOS = C

Developed by Chun Wong 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

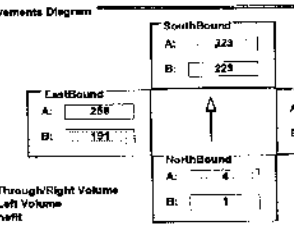
AM/PM: AM Comments: INT# 27

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	1	2	444	1	86	4	178	816	347	515	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1	2	444	1	86	4	178	816	347	515	0
LANE	0 0	0 1	0 0	1 0	0 0	1 0	1 0	1 0	2 0	1 0	1 0	2 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Prot-Var	OLA	Prot Var	Auto				

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) + A(S/B)

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

V/C = (4 + 223 + 594 + 191) / 1375 = 0.866 LOS = B

Developed by Chun Wong 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 91002

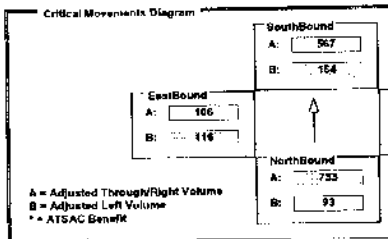
AM/PM: AM Comments: INT# 28

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	93	1965	785	298	2246	23	190	207	407	211	181	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	1965	785	298	2246	23	190	207	407	211	181	153
LANE	1 0	3 0	1 0	2 0	3 0	1 0	2 0	3 0	1 0	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



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 = (733 + 164 + 325 + 116) / 1375 = 0.903 LOS = E

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BLVD W/E: WASHINGTON BLVD I/S No: 99234

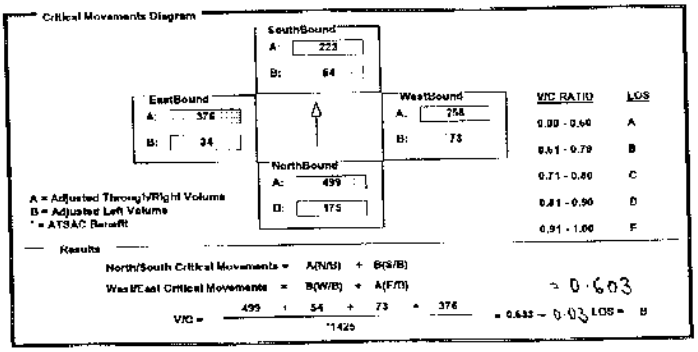
AM/PM: AM Comments: INT# 29

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	175	499	153	54	223	56	73	515	36	34	659	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	499	153	54	223	56	73	515	36	34	659	92
LANE	1	0	1	1	0	0	1	0	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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/S) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B) = 0.603

V/C = (499 + 54 + 73 + 376) / 1425 = 0.633 - 0.03 LOS = B

Developed by Chun Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: JEFFERSON BLVD I/S No: 19870

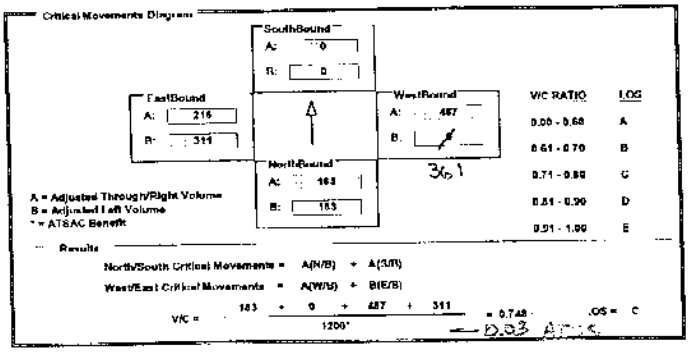
AM/PM: AM Comments: INT# 30

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	184	8	173	0	0	0	361	612	487	311	647	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	8	173	0	0	0	361	612	487	311	647	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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (184 + 0 + 487 + 311) / 1200* = 0.748 LOS = C

-0.03 ATSAC

0.718

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY SB RAMPS W/E: JEFFERSON BLVD I/S No: 19890

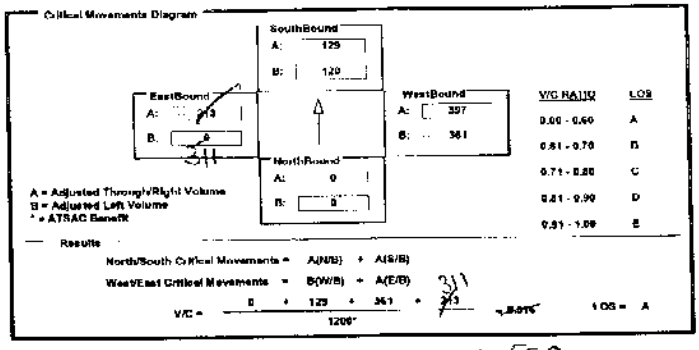
AM/PM: AM Comments: INT# 31

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	120	0	257	361	793	0	311	526	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	120	0	257	361	793	0	311	526	114
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 129 + 361 + 213) / 1200* = 0.815 LOS = A

0.598

-0.03 ATSAC

0.568

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: JEFFERSON BLVD I/S No: 99152

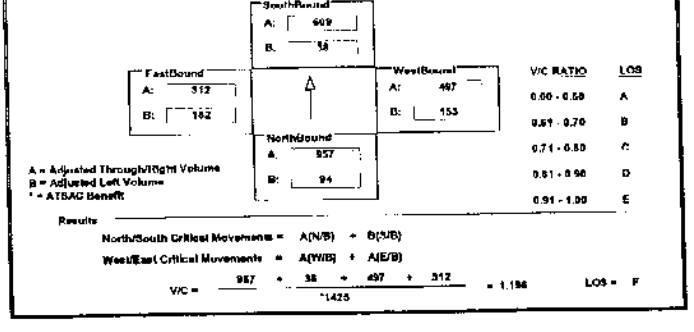
AM/PM: AM Comments: INT# 32

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	94	2733	137	38	1827	472	278	994	103	330	513	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	2733	137	38	1827	472	278	994	103	330	513	110
LANE	1	0	2	0	1	0	0	1	0	3	0	1	0	2	0	1	0	2	0	2	0	0	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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

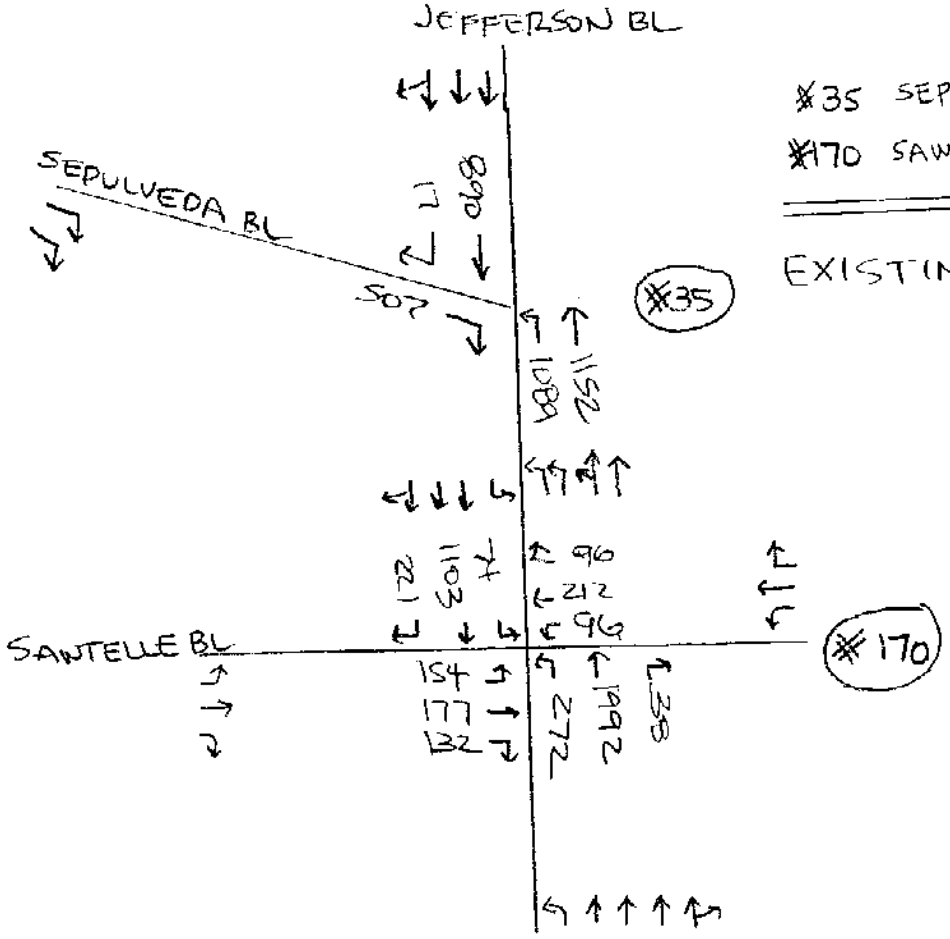
Results

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

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

V/C = (957 + 38 + 497 + 512) / 1425 = 1.196 LOS = F

Developed by Chun Wang, 1994



#35 SEPULVEDA BL / JEFFERSON BL

#170 SANTELLE BL / JEFFERSON BL

EXISTING AM PEAK HOUR

① $507/2 = 254$ OR $1089/3 = 363$ OR (272) OR $(1992+38)/4 = 508$

② 254 OR 363 OR $(1103+221)/3 = 441$ OR 508

$441 - 302 - 74 = (65)$

③ $(890+117)/3 = (302)$ OR 441 OR 508

④ 363 OR (74) OR 441

⑤ 363 OR $(177+96) = 273$ OR $(154+212) = (366)$

CRITICAL VOLUMES $= 272 + 65 + 302 + 74 + 366 = 1079$

$V/C = (1079/1375) - 0.07_{\text{ATSAC}} =$ **0.715 LOS C**

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 19916

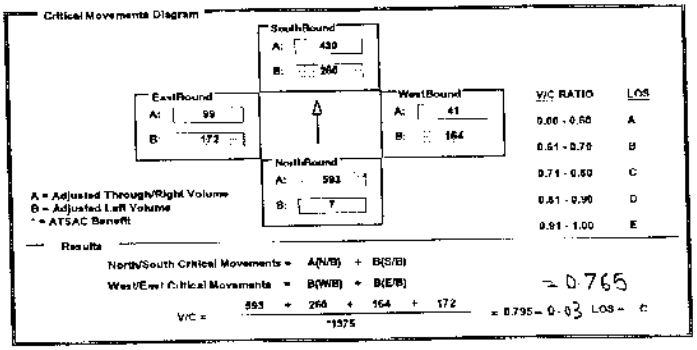
AM/PM: AM Comments: INT# 33

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	2281	757	473	1290	245	299	82	220	172	283	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	2281	757	473	1290	245	299	82	220	172	283	14
LANE	1 0	4 0	0 1	0	2 0	3 0	0 1	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



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) + B(E/B)

V/C = (593 + 266 + 164 + 172) / 1375 = 0.795 - 0.03 = 0.765 LOS = C

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: OVERLAND AVE I/S No: 99238

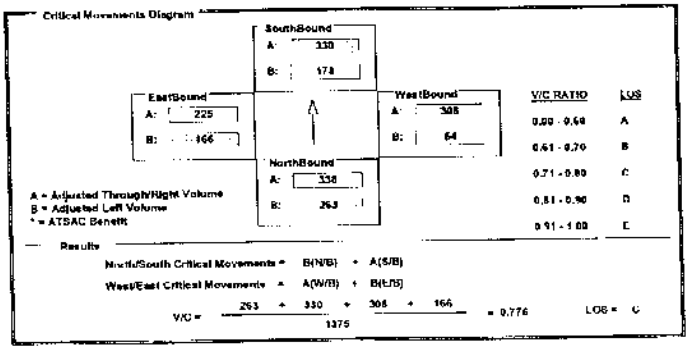
AM/PM: AM Comments: INT# 34

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	479	658	17	323	550	237	54	616	284	166	449	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	479	658	17	323	550	237	54	616	284	166	449	314
LANE	2 0	1 0	1 0	0	2 0	2 0	0 1	0		1 0	2 0	0 1	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: Auto				

Critical Movements Diagram



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 = (263 + 330 + 308 + 166) / 1375 = 0.776 LOS = C

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 19940

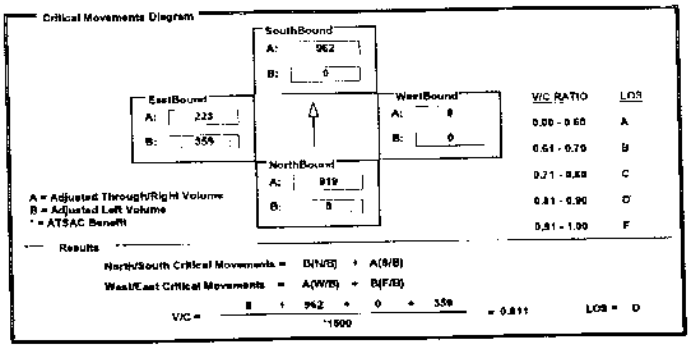
AM/PM: AM Comments: INT# 36

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	2682	74	0	2439	1409	0	0	0	970	223	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2682	74	0	2439	1409	0	0	0	970	223	0
LANE	0 0	2 0	1 0	0	0 0	2 0	1 1	0		0 0	0 0	0 0	0		1 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



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	F

Results

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

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

V/C = (0 + 962 + 0 + 359) / 1500 = 0.811 LOS = D

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: RODEO RD I/S No: 99160

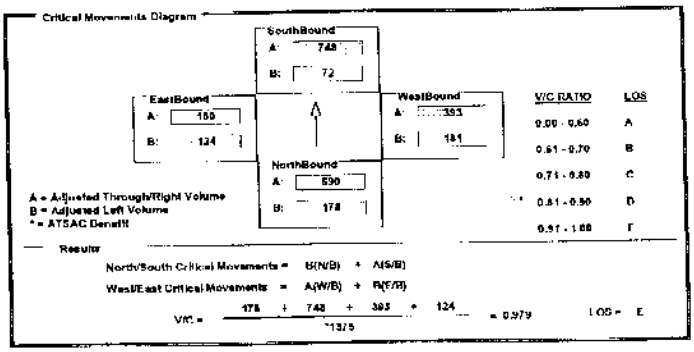
AM/PM: AM Comments: INT# 37

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	324	2006	65	131	2156	87	181	786	360	124	360	227
AMBIENT												
RELATED												
PROJECT												
TOTAL	324	2006	65	131	2156	87	181	786	360	124	360	227
LANE	2	0	2	0	1	0	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (178 + 748 + 393 + 124) / 1375 = 0.979 LOS = E

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD RAMPS N W/E: SLAUSON AVE I/S No: 99192

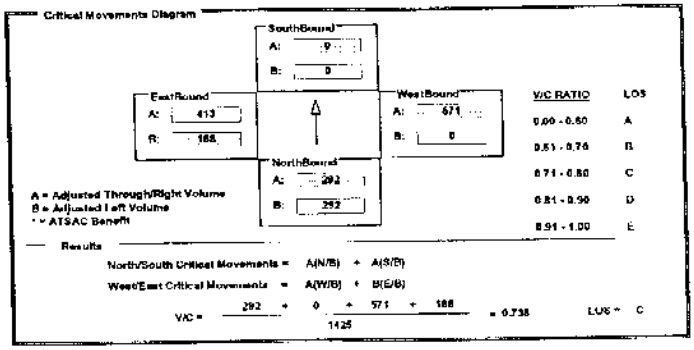
AM/PM: AM Comments: INT# 38

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	472	1	110	0	0	0	0	2284	130	342	1240	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	472	1	110	0	0	0	0	2284	130	342	1240	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (292 + 0 + 571 + 188) / 1425 = 0.738 LOS = C

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD RAMPS S W/E: SLAUSON AVE I/S No: 99194

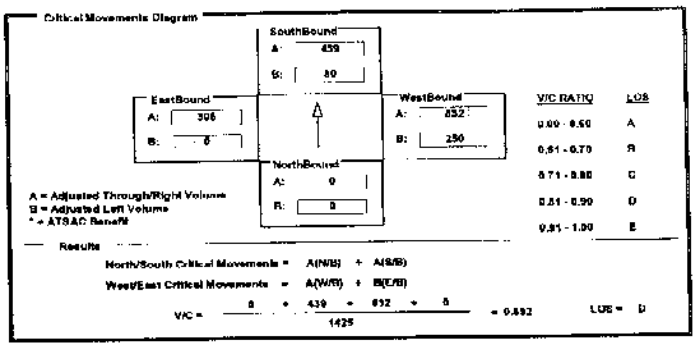
AM/PM: AM Comments: INT# 39

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	80	2	796	250	2495	0	0	1394	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	80	2	796	250	2495	0	0	1394	130
LANE	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4	0	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 459 + 852 + 0) / 1425 = 0.892 LOS = D

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:04 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: LA TUERA BLVD I/S No: 20030

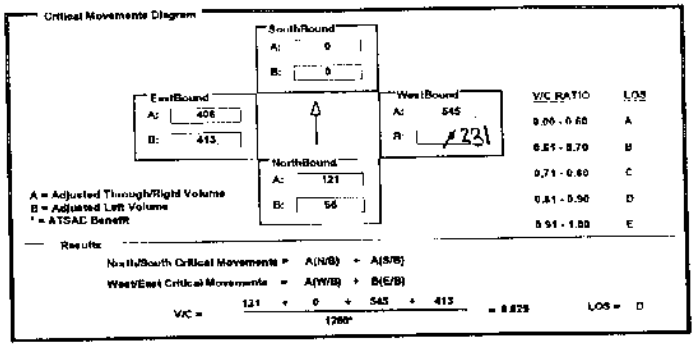
AM/PM: AM Comments: INT# 40

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	55	0	121	0	0	0	231	1263	373	413	1217	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	0	121	0	0	0	231	1263	373	413	1217	0
LANE	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (121 + 0 + 545 + 413) / 1280* = 0.829 LOS = D

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY SB RAMPS W/E: LA TIJERA BLVD I/S No: 20640

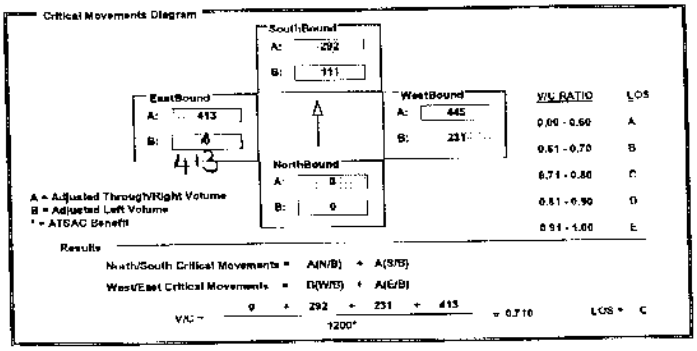
AM/PM: AM Comments: INT# 41

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	111	0	473	231	1336	0	413	1096	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	111	0	473	231	1336	0	413	1096	142
LANE	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 292 + 231 + 413) / 1200* = 0.710 LOS = C

Developed by Chun Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 9N162

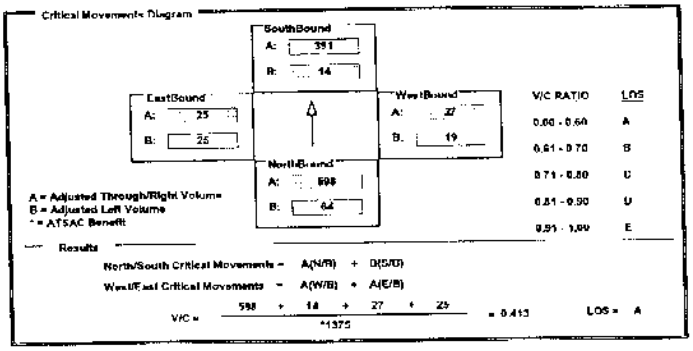
AM/PM: AM Comments: INT# 42

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	117	1775	18	14	1108	66	19	4	4	42	8	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1775	18	14	1108	66	19	4	4	42	8	39
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (598 + 14 + 27 + 25) / *1375 = 0.485 LOS = A

Developed by Chun Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:17:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AVE I/S No: 20160

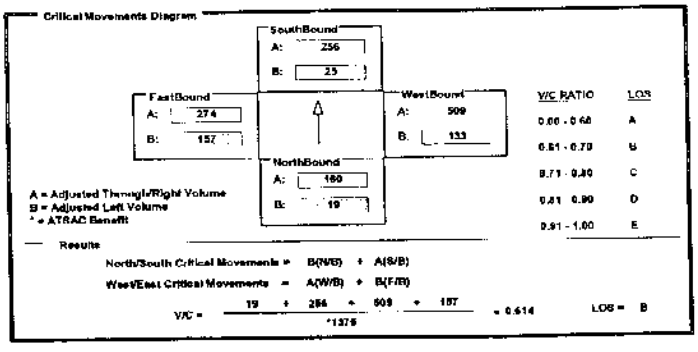
AM/PM: AM Comments: INT# 43

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	19	319	175	25	511	159	133	1018	37	157	548	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	319	175	25	511	159	133	1018	37	157	548	5
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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (19 + 256 + 509 + 157) / *1375 = 0.614 LOS = B

Developed by Chun Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 19820

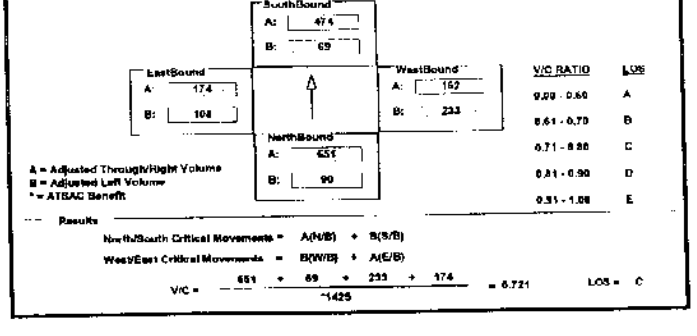
AM/PM: AM Comments: INT# 44

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	1834	119	69	1319	103	233	270	54	108	347	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	1834	119	69	1319	103	233	270	54	108	347	98
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (651 + 69 + 233 + 174) / *1425 = 0.721 LOS = C

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 20260

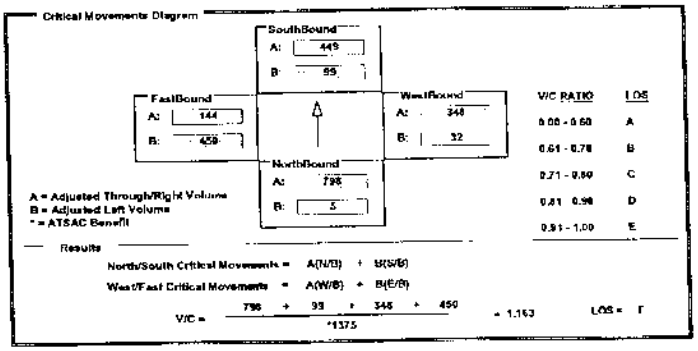
AM/PM: AM Comments: INT# 45

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	5	2388	6	99	1290	58	32	56	398	450	123	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2388	6	99	1290	58	32	56	398	450	123	21
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 1 0 1 0			1 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (798 + 99 + 348 + 450) / *1375 = 1.163 LOS = F

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AVE I/S No: 20280

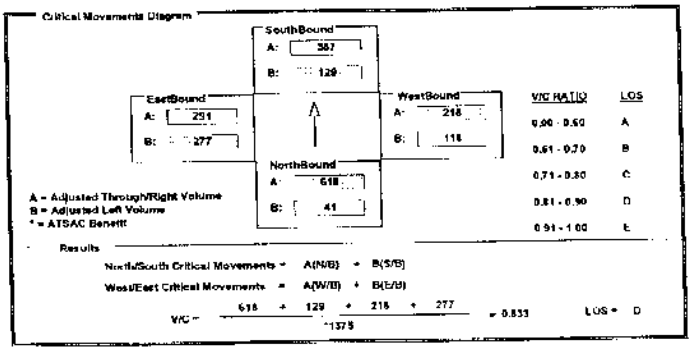
AM/PM: AM Comments: INT# 46

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	1744	109	129	1072	90	118	436	329	277	581	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	1744	109	129	1072	90	118	436	329	277	581	106
LANE	1 0 2 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



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 = (618 + 129 + 218 + 277) / *1375 = 0.833 LOS = D

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXWY I/S No: 99156

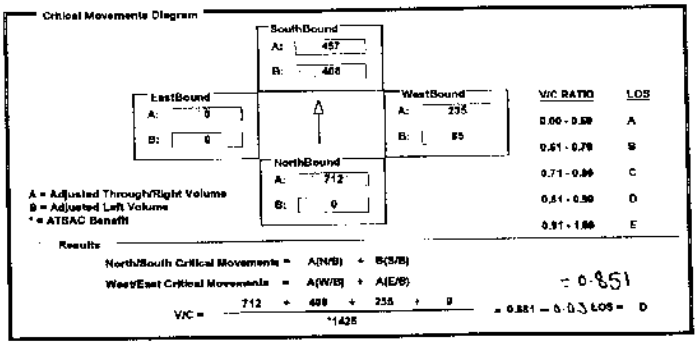
AM/PM: AM Comments: INT# 47

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	2050	86	741	1371	0	155	0	799	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2050	86	741	1371	0	155	0	799	0	0	0
LANE	0 0 2 0 1 0 0			2 0 3 0 0 0 0			2 0 0 0 2 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



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 = (712 + 468 + 255 + 0) / *1425 = 0.851 - 0.03 LOS = D

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AVE I/S No: 20453

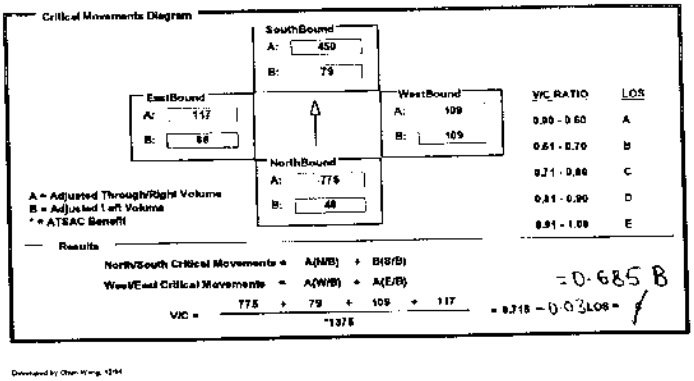
AM/PM: AM Comments: INT# 48

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	2325	263	144	1749	52	191	27	145	88	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	2325	263	144	1749	52	191	27	145	88	61	141
LANE	2 0 5 0 0 1 0			2 0 3 0 1 0 0			1 1 0 0 0 1 0			1 0 1 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



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 = (775 + 79 + 109 + 117) / *1375 = 0.718 - 0.03 LOS = C

= 0.685 B

Developed by Chen Wang, 1994

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:55 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WAY I/S No: 20445

AM/PM: AM Comments: INT# 49

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	128	1956	344	105	1168	36	164	403	57	0	578	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	1956	344	105	1168	36	164	403	57	0	578	42
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			2 0 1 0 1 0 0			0 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Pe	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 401 B: 105

EastBound A: 310 B: 0

WestBound A: 230 B: 90

NorthBound A: 757 B: 128

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

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

Results

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

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

V/C = (747 + 105 + 90 + 310) / *1375 = 0.855 - 0.03 = 0.825 LOS = D

ATCS

Developed by Chun Wong 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:47:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: ROSE AVE I/S No: 20980

AM/PM: AM Comments: INT# 50

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	125	1817	33	54	1263	101	57	264	170	168	255	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	1817	33	54	1263	101	57	264	170	168	255	123
LANE	1 0 1 0 1 0 0			1 0 2 0 0 1 0			1 0 1 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: 632 B: 54

EastBound A: 168 B: 168

WestBound A: 264 B: 57

NorthBound A: 925 B: 126

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

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

Results

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

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

V/C = (926 + 54 + 264 + 168) / *1600 = 0.871 - 0.03 = 0.841 LOS = D

ATCS

Developed by Chun Wong 12/94

2003AM

CalcaDB

July 9, 2003 ,Wednesday 02:42:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 19780

AM/PM: AM Comments: INT# 51

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	1744	10	0	1362	2009	0	1262	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1744	10	0	1362	2009	0	1262	0
LANE	0 0 0 0 0 0 0			0 0 4 0 0 0			0 0 3 0 0 3 0			0 0 3 0 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 436 B: 0

EastBound A: 421 B: 0

WestBound A: 464 B: 0

NorthBound A: 0 B: 0

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

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

Results

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

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

V/C = (0 + 436 + 464 + 0) / *1600 = 0.523 LOS = A

Developed by Chun Wong 12/94

Intersection 52
Lincoln Boulevard / Bluff Creek Drive
N/A

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 20790

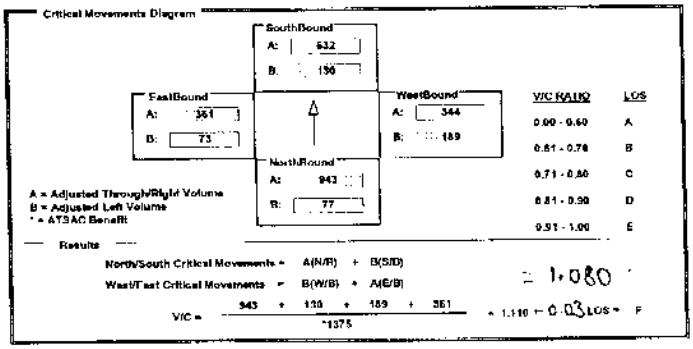
AM/PM: AM Comments: INT# 53

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	1708	177	237	1200	64	344	688	295	133	1082	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1708	177	237	1200	64	344	688	295	133	1082	121
LANE	2	0	1	0	1	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	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



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)

= 1.080

V/C = (943 + 130 + 189 + 361) / 1375 = 1.110 + 0.03 LOS = F

Developed by Chun Wong, 1/04

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 20800

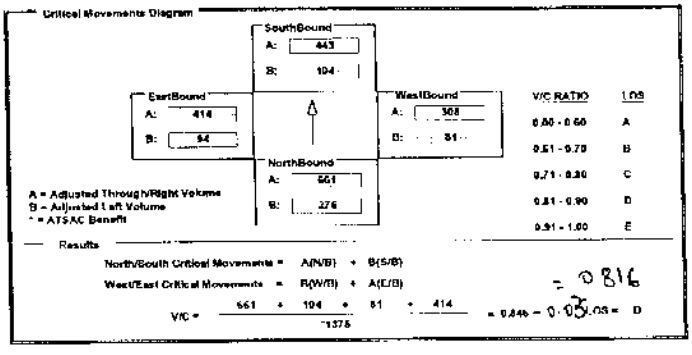
AM/PM: AM Comments: INT# 54

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	502	1756	226	189	1171	158	148	615	170	171	828	547
AMBIENT												
RELATED												
PROJECT												
TOTAL	502	1756	226	189	1171	158	148	615	170	171	828	547
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto

Critical Movements Diagram



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)

= 0.816

V/C = (661 + 194 + 81 + 414) / 1375 = 0.846 + 0.03 LOS = D

Developed by Chun Wong, 1/04

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:07 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AVE I/S No: 20960

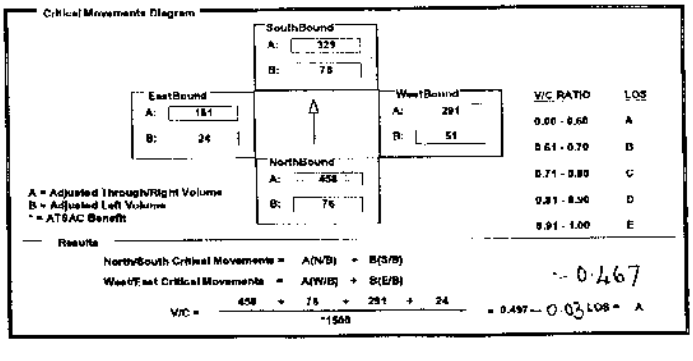
AM/PM: AM Comments: INT# 55

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	76	834	81	78	309	20	51	139	101	24	132	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	834	81	78	309	20	51	139	101	24	132	25
LANE	1	0	1	0	1	0	0	1	0	U	1	0	0	0	0	0	1	0	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



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)

= 0.467

V/C = (458 + 76 + 291 + 24) / 1500 = 0.497 + 0.03 LOS = A

Developed by Chun Wong, 1/04

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AVE I/S No: 20360

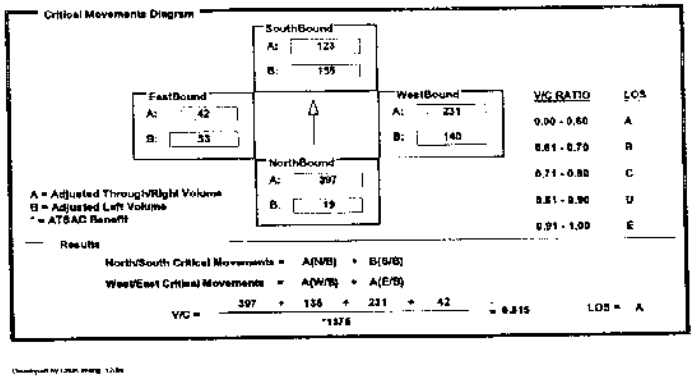
AM/PM: AM Comments: INT# 56

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	19	660	134	135	228	17	140	44	299	33	32	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	660	134	135	228	17	140	44	299	33	32	10
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto

Critical Movements Diagram



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 = (397 + 155 + 231 + 42) / 1375 = 0.815 LOS = A

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AVE I/S No: 20200

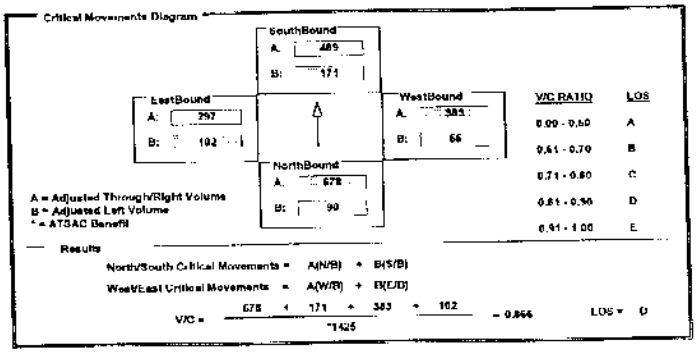
AM/PM: AM Comments: INT# 57

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	1987	47	171	1330	138	55	765	368	102	593	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	1987	47	171	1330	138	55	765	368	102	593	64
LANE	1 0 2	0	1 0 0	1 0 2	0	1 0 0	1 0 2	0	1 0	1 0 2	0	0 1 0
SIGNAL	Phasing: Prot Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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/D)

V/C = (675 + 171 + 383 + 102) / 1425 = 0.866 LOS = D

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AVE I/S No: 99326

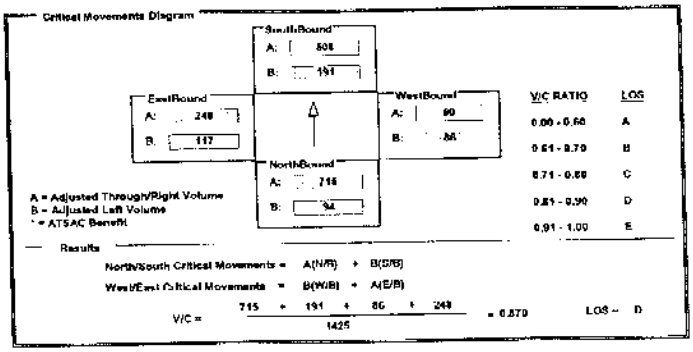
AM/PM: AM Comments: INT# 58

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	94	2858	165	348	1924	108	86	90	151	117	193	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	2858	165	348	1924	108	86	90	151	117	193	55
LANE	1 0 4	0	1 0	2	0 3	0 1 0	0	1 0	1 0	1 0	0	1 0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (715 + 191 + 86 + 248) / 1425 = 0.870 LOS = D

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

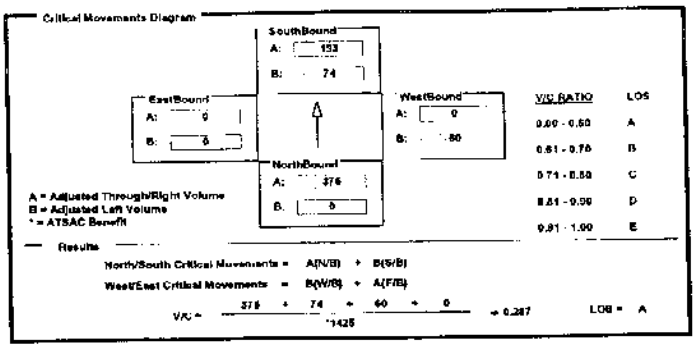
AM/PM: AM Comments: INT# 59

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	750	431	74	386	0	163	0	22	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	750	431	74	386	0	163	0	22	0	0	0
LANE	0 2 0	0	2	1 0	2	0 0 0	2 0	0	0 1	1	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Flx	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (376 + 74 + 60 + 0) / 1425 = 0.287 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: PLAYA ST/JEFFERSON BLVD I/S No: 99252

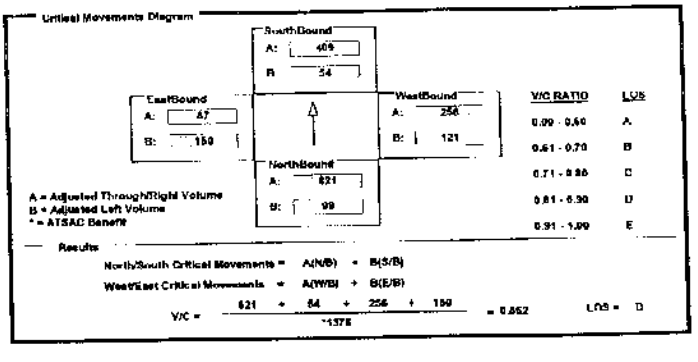
AM/PM: AM Comments: INT# 60

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	99	2229	234	54	817	467	220	266	256	273	167	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	2229	234	54	817	467	220	266	256	273	167	6
LANE	1 0 2	0 1	0	0	1 0 2	0 0	2	0	2 0	2 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



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 = (621 + 54 + 256 + 150) / 1375 = 0.862 LOS = D

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AVE I/S No: 99328

AM/PM: AM Comments: INT# 61

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	3066	503	178	953	109	105	298	280	178	641	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	3066	503	178	953	109	105	298	280	178	641	89
LANE	2	0	4	0	1	0	2	0	3	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: 548 B: 89

EastBound A: 214 B: 98

WestBound A: 231 B: 98

NorthBound A: 767 B: 93

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 = (767 + 98 + 231 + 98) / 1375 = 0.868 LOS = D

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: VENICE BLVD I/S No: 99170

AM/PM: AM Comments: INT# 62

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	89	599	169	89	388	52	320	1427	198	63	1323	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	599	169	89	388	52	320	1427	198	63	1323	43
LANE	0	1	0	0	1	0	0	1	0	1	0	0	1	0	3	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 229 B: 89

EastBound A: 441 B: 63

WestBound A: 476 B: 320

NorthBound A: 473 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 = A(N/B) + B(S/B)

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

V/C = (473 + 89 + 320 + 441) / 1425 = 0.858 LOS = D

Developed by Chun Wong, 12/94

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 FWY WB OFF RAMP I/S No: 91001

AM/PM: AM Comments: INT# 63

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	2969	0	0	0	0	0	0	2304	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2969	0	0	0	0	0	0	2304	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 852 B: 0

NorthBound A: 990 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 = (990 + 0 + 852 + 0) / 1500 = 1.228 LOS = F

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH ST/77TH ST I/S No: 19R60

AM/PM: AM Comments: INT# 64

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	43	2489	9	43	1434	244	36	112	241	678	72	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	2489	9	43	1434	244	36	112	241	678	72	88
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	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: 555 B: 43

EastBound A: 65 B: 378

WestBound A: 241 B: 36

NorthBound A: 833 B: 43

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 = (833 + 43 + 241 + 378) / 1425 = 0.976 LOS = E

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: SLAUSON AVE I/S No: 99258

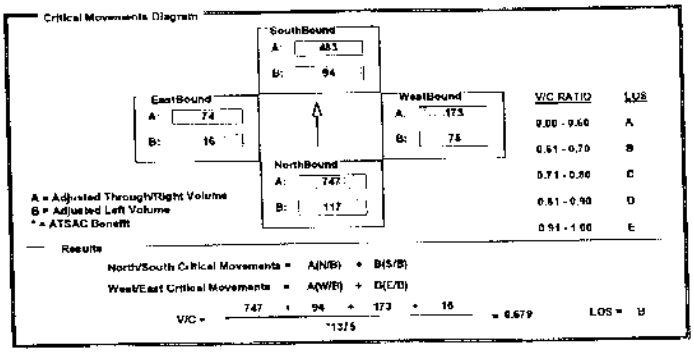
AM/PM: AM Comments: INT# 65

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	213	2174	66	170	942	24	137	317	220	16	147	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	2174	66	170	942	24	137	317	220	16	147	61
LANE	2	0	2	0	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (747 + 94 + 173 + 16) / 1375 = 0.679 LOS = B

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: VENICE BLVD I/S No: 99172

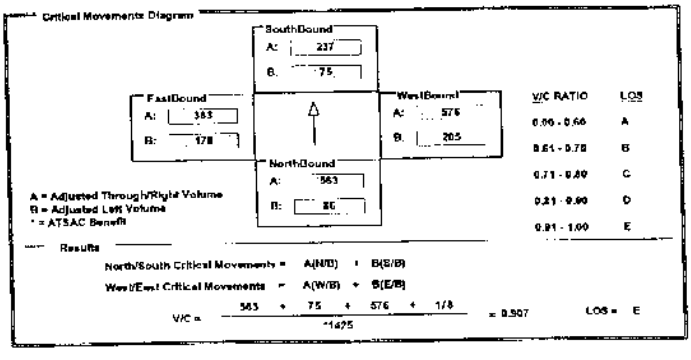
AM/PM: AM Comments: INT# 66

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	86	1126	194	75	474	129	205	1727	159	178	1149	305
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	1126	194	75	474	129	205	1727	159	178	1149	305
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (563 + 75 + 576 + 178) / 1475 = 0.907 LOS = E

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FAIFAX AVE I/S No: 99158

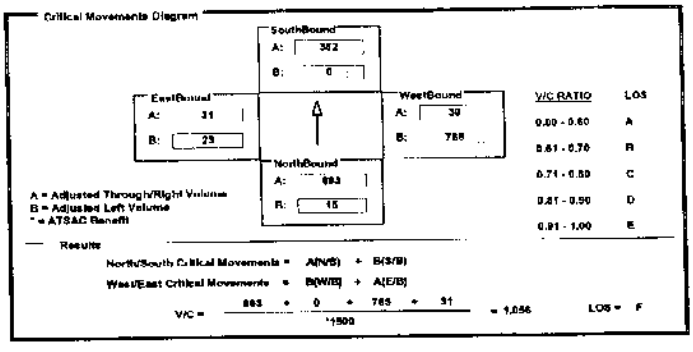
AM/PM: AM Comments: INT# 67

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	1786	1667	0	1122	24	1390	26	2	23	0	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1786	1667	0	1122	24	1390	26	2	23	0	8
LANE	1	0	2	0	0	2	0	0	0	2	0	1	0	0	2	0	0	0	1	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (883 + 0 + 788 + 31) / 1500 = 1.056 LOS = F

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: 96TH ST I/S No: 19450

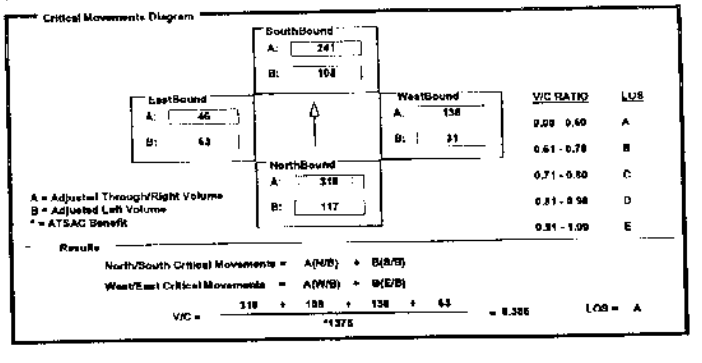
AM/PM: AM Comments: INT# 68

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	117	635	51	108	724	247	31	138	61	115	48	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	635	51	108	724	247	31	138	61	115	48	44
LANE	1	0	2	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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (318 + 108 + 138 + 63) / 1375 = 0.586 LOS = A

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2003AM

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July 9, 2003 ,Wednesday 02:43:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLARD W/E: JEFFERSON BLVD I/S No: 19915

AM/PM: AM Comments: INT# 69

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	224	0	81	0	596	63	254	1034	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	224	0	81	0	596	63	254	1034	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	1	0	1	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 45 B: 123

EastBound A: 345 B: 254

WestBound A: 199 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) = 0.284

V/C = (0 + 123 + 199 + 254) / *1500 = 0.314 - 0.03 LOS = A

ATCS

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July 9, 2003 ,Wednesday 02:43:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BLVD I/S No: 19913

AM/PM: AM Comments: INT# 70

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	46	0	18	0	770	192	106	1168	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	46	0	18	0	770	192	106	1168	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	1	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 32 B: 82

EastBound A: 389 B: 106

WestBound A: 321 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) = 0.206

V/C = (0 + 32 + 321 + 106) / *1500 = 0.236 - 0.03 LOS = A

ATCS

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July 9, 2003 ,Wednesday 02:43:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS/ABBOT KINNEY BLVD I/S No: 99142

AM/PM: AM Comments: INT# 71

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	11	384	35	159	188	11	35	83	452	17	102	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	384	35	159	188	11	35	83	452	17	102	7
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	1	0	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: 159 B: 188

EastBound A: 126 B: 17

WestBound A: 452 B: 35

NorthBound A: 210 B: 11

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) = 0.459

V/C = (210 + 159 + 452 + 17) / *1500 = 0.489 - 0.03 LOS = A

ATCS

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July 9, 2003 ,Wednesday 02:43:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BLVD I/S No: 99296

AM/PM: AM Comments: INT# 72

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	527	1680	306	38	815	424	67	584	47	62	538	371
AMBIENT												
RELATED												
PROJECT												
TOTAL	527	1680	306	38	815	424	67	584	47	62	538	371
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 424 B: 38

EastBound A: 269 B: 62

WestBound A: 316 B: 67

NorthBound A: 993 B: 527

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 = (993 + 38 + 316 + 62) / *1428 = 0.915 LOS = E

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: MARINA FREEWAY EB RAMPS I/S No: 20510

AM/PM: AM Comments: INT# 73

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	682	197	531	922	0	0	0	0	7	0	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	682	197	531	922	0	0	0	0	7	0	55
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 461 B: 531

EastBound A: 31 B: 7

WestBound A: 0 B: 0

NorthBound A: 341 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 = (341 + 531 + 0 + 31) / *1425 = 0.564 = 0.03 LOS = A

= 0.534

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: MARINA FREEWAY WB RAMPS I/S No: 20520

AM/PM: AM Comments: INT# 74

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	604	78	0	1120	23	283	5	416	17	0	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	604	78	0	1120	23	283	5	416	17	0	42
1 ANE	1	0	2	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	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: 572 B: 0

EastBound A: 59 B: 17

WestBound A: 416 B: 283

NorthBound A: 362 B: 18

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 = (18 + 572 + 416 + 59) / *1425 = 0.677 = 0.03 LOS = B

= 0.647

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AVE I/S No: 19907

AM/PM: AM Comments: INT# 76

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	0	1	6	0	15	1	1144	7	6	651	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	0	1	6	0	15	1	1144	7	6	651	6
LANE	0	1	1	0	0	1	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 15 B: 6

EastBound A: 229 B: 6

WestBound A: 384 B: 1

NorthBound A: 1 B: 1

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

Results

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

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

V/C = (1 + 15 + 384 + 6) / *1425 = 0.315 LOS = A

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Intersection 76
Centinela Avenue / Bluff Creek Drive
N/A

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #75 Mesmer Av/Centinela Av [Existing AM Peak Hour]

****

Average Delay (sec/veh): 57.2 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	137	0	8	0	613	0	0	1117	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	137	0	8	0	613	0	0	1117	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	144	0	8	0	645	0	0	1176	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	144	0	8	0	645	0	0	1176	121
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1391	xxxx	588	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	136	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	136	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	58.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	146	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	56.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			57.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	2	1506	13	258	378	1	22	0	1085	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1506	13	258	378	1	22	0	1085	0	0	0
LANE	1	0	1	0	1	0	0	1	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 189 B: 258

EastBound A: 0 B: 0

WestBound A: 0 B: 22

NorthBound A: 750 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 = B(W/B) + A(E/B)

V/C = (750 + 258 + 22 + 0) / 1425 = 0.680 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AVE W/E: MANCHESTER AVE I/S No: 99150

AM/PM: AM Comments: INT# 79

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	154	28	149	13	20	38	83	221	15	58	244	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	28	149	13	20	38	83	221	15	58	244	64
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	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: 38 B: 13

EastBound A: 154 B: 58

WestBound A: 119 B: 83

NorthBound A: 149 B: 184

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 = (154 + 38 + 83 + 154) / 1500 = 0.216 LOS = A

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ELLICOTT AVE W/E: MAXELLA AVE I/S No: 20455

AM/PM: AM Comments: INT# 80

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	95	386	53	24	298	78	70	99	47	105	81	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	386	53	24	298	78	70	99	47	105	81	153
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	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: 188 B: 24

EastBound A: 153 B: 105

WestBound A: 75 B: 70

NorthBound A: 386 B: 95

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 = (386 + 24 + 75 + 153) / 1500 = 0.362 = 0.322 LOS = A

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: HUGHES TER I/S No: 20253

AM/PM: AM Comments: INT# 81

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	3069	217	142	1396	0	25	0	42	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3069	217	142	1396	0	25	0	42	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	1	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: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 698 B: 76

EastBound A: 0 B: 0

WestBound A: 0 B: 22

NorthBound A: 1023 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 = (1023 + 76 + 22 + 0) / 1425 = 0.715 = 0.688 - 0.03 LOS = B

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BLVD/CENTINELA AVE W/E: JEFFERSON BLVD I/S No: 20545

AM/PM: AM Comments: INT# 82

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	657	383	6	116	208	76	6	739	117	85	542	355
AMBIENT												
RELATED												
PROJECT												
TOTAL	657	383	6	116	208	76	6	739	117	85	542	355
LANE	2	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 142 B: 116

EastBound A: 271 B: 85

WestBound A: 428 B: 6

NorthBound A: 195 B: 361

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)

= 0.613

V/C = (361 + 142 + 428 + 85) / 1425 = 0.643 = 0.03 LOS = B

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AVE W/E: JEFFERSON BLVD I/S No: 19900

AM/PM: AM Comments: INT# 84

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	42	52	146	69	32	13	95	850	40	5	658	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	52	146	69	32	13	95	850	40	5	658	26
LANE	1	0	1	0	0	2	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	2	0	1	1	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 114 B: 69

EastBound A: 228 B: 5

WestBound A: 425 B: 52

NorthBound A: 52 B: 42

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)

= 0.311

V/C = (42 + 114 + 425 + 5) / 1425 = 0.541 = 0.03 LOS = A

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AVE W/E: JEFFERSON BLVD I/S No: 19912

AM/PM: AM Comments: INT# 85

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	40	0	33	0	1121	214	137	1105	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	40	0	33	0	1121	214	137	1105	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 33 B: 40

EastBound A: 363 B: 137

WestBound A: 446 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)

= 0.315

V/C = (0 + 40 + 446 + 137) / 1500 = 0.345 = 0.03 LOS = A

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LOYOLA BLVD I/S No: 99164

AM/PM: AM Comments: INT# 86

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	43	1818	0	0	1116	95	0	0	0	228	0	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	1818	0	0	1116	95	0	0	0	228	0	38
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 404 B: 0

EastBound A: 38 B: 125

WestBound A: 0 B: 0

NorthBound A: 606 B: 43

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 = (606 + 0 + 0 + 125) / 1500 = 0.417 LOS = A

Developed by Chun Wong 12/94

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #83 McConnell Av & Jefferson Bl (Existing AM Peak Hour)

****

Average Delay (sec/veh): 52.8 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	3 0	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	29	0	14	83	1193	0	0	928	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	14	83	1193	0	0	928	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	31	0	15	87	1256	0	0	977	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	31	0	15	87	1256	0	0	977	155
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1648	xxxx	403	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	92	xxxx	603	625	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	82	xxxx	603	625	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	72.9	xxxx	11.1	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			52.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WAY | W/E: MARINA FWY EB RAMPS | I/S No: 20450

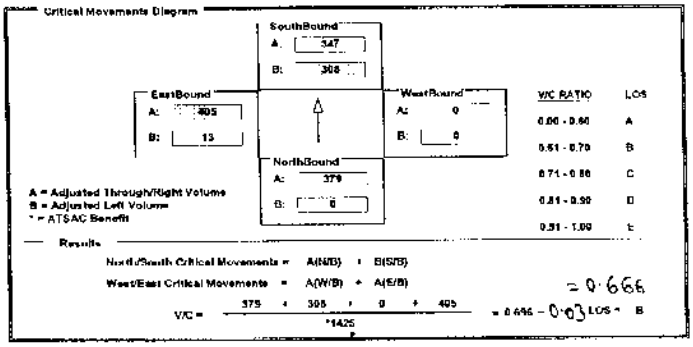
AM/PM: AM | Comments: INT# 87

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	492	646	308	694	0	0	0	0	13	796	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	492	646	308	694	0	0	0	0	13	796	14
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (379 + 308 + 0 + 495) / *1425 = 0.686 - 0.03 LOS = B

= 0.666

Developed by Chun Wong 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WAY | W/E: MARINA FWY WB RAMPS | I/S No: 20450

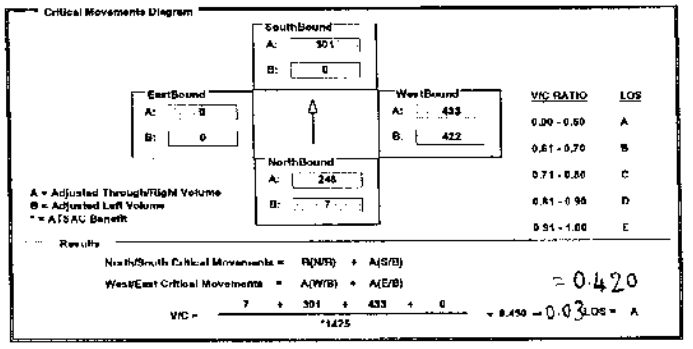
AM/PM: AM | Comments: INT# 88

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	495	0	0	573	28	422	868	234	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	495	0	0	573	28	422	868	234	0	0	0
LANE	1	0	2	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (7 + 301 + 433 + 0) / *1425 = 0.450 - 0.03 LOS = A

= 0.420

Developed by Chun Wong 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AVE | W/E: WASHINGTON ST | I/S No: 20850

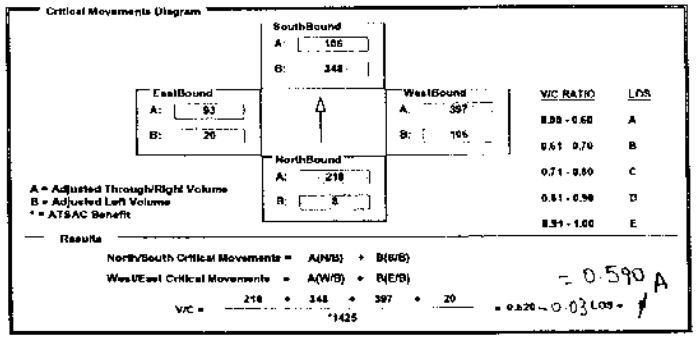
AM/PM: AM | Comments: INT# 69

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	8	210	179	348	87	19	106	54	571	20	65	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	210	179	348	87	19	106	54	571	20	65	8
LANE	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (218 + 348 + 397 + 20) / *1425 = 0.820 - 0.03 LOS = B

= 0.590 A

Developed by Chun Wong 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: 79TH ST/80TH ST | I/S No: 19650

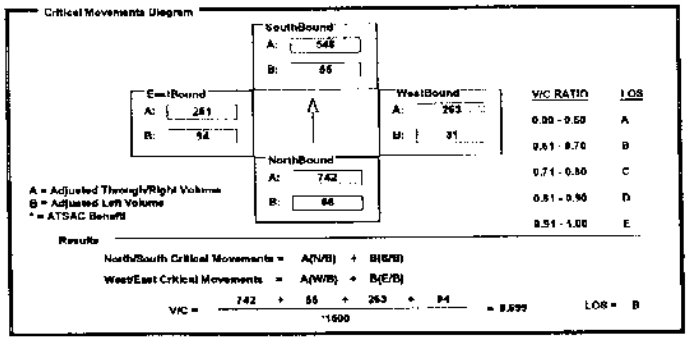
AM/PM: AM | Comments: INT# 81

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	2194	32	55	1644	200	31	109	123	94	71	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	2194	32	55	1644	200	31	109	123	94	71	66
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	1	0	0	0	1	0	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



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(E/B)

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

V/C = (742 + 66 + 263 + 94) / *1600 = 0.699 LOS = B

Developed by Chun Wong 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #90 Palawan Wy & Washington St [Existing AM Peak Hour]

****

Average Delay (sec/veh): 18.0 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	214	0	0	0	0	1005	82	145	698	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	214	0	0	0	0	1005	82	145	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	225	0	0	0	0	1058	86	153	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	225	0	0	0	0	1058	86	153	735	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1144	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	618	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	618	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	18.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		18.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 19840

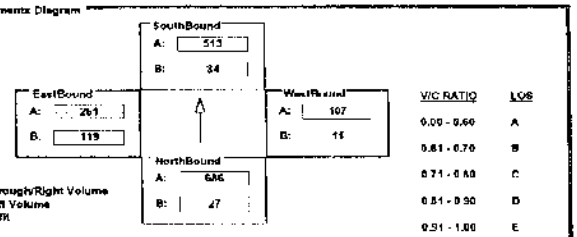
AM/PM: AM Comments: INT# 92

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	2050	7	34	1498	42	11	55	52	119	81	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	2050	7	34	1498	42	11	55	52	119	81	61
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 0	0 1 0	0	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



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 = (686 + 34 + 11 + 261) / *1600 = 0.591 LOS = A

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AVE W/E: VENICE BLVD I/S No: 20780

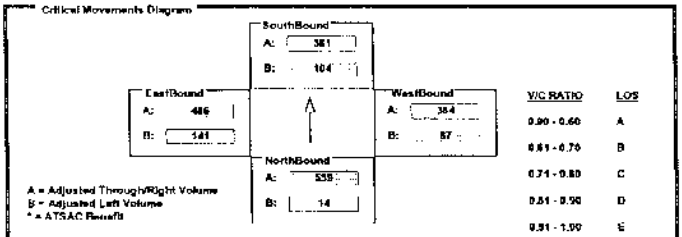
AM/PM: AM Comments: INT# 93

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	446	79	104	210	67	87	1035	118	141	1414	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	446	79	104	210	67	87	1035	118	141	1414	44
LANE	0 0 0	1 0 0	0	0 0 0	1 0 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



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)

= 0.711

V/C = (539 + 104 + 87 + 486) / *1600 = 0.741 = 0.03 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA WAY W/E: WASHINGTON BLVD I/S No: 92001

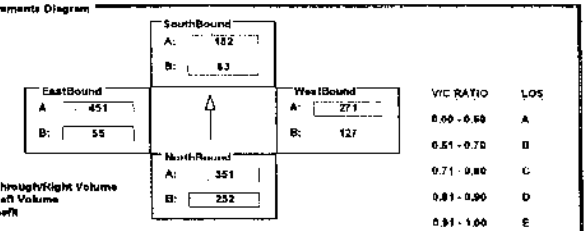
AM/PM: AM Comments: INT# 94

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	458	351	344	83	148	34	127	499	42	55	694	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	458	351	344	83	148	34	127	499	42	55	694	208
LANE	2 0 1	0 1 0		1 0 0	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

= 0.680 B

V/C = (351 + 182 + 127 + 451) / *1426 = 0.710 = 0.03 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AVE I/S No: 99212

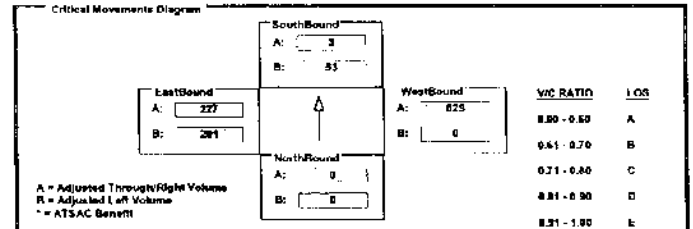
AM/PM: AM Comments: INT# 95

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	97	0	104	0	1121	537	201	454	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	97	0	104	0	1121	537	201	454	0
LANE	0 0 0	0 0 0		2 0 0	0 1 0		0 1 0	1 0 1	0	1 0 2	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 53 + 825 + 201) / 1426 = 0.750 LOS = C

Developed by Chun Wong, 12/94

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #95 Bristol Prkwy/Slauson Av (Existing AM Peak Hour)

****

Average Delay (sec/veh): 24.7 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0 1		0 0	1! 0 0		1 0	3 0 1		0 0	2 1 0	
Volume Module:												
Base Vol:	0	0	91	0	0	0	17	1300	360	0	2260	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	91	0	0	0	17	1300	360	0	2260	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	96	0	0	0	18	1368	379	0	2379	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	96	0	0	0	18	1368	379	0	2379	34
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	456	xxxx	xxxx	xxxxx	2413	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	557	xxxx	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	557	xxxx	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	24.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: STATSON AVE I/S No: 99216

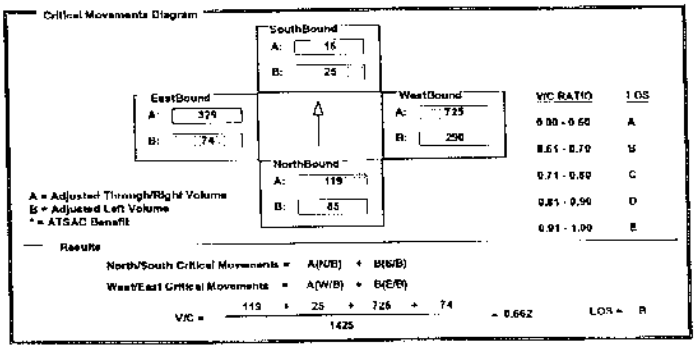
AM/PM: AM Comments: INT# 97

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	85	32	205	25	7	25	527	2057	119	135	988	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	32	205	25	7	25	527	2057	119	135	988	91
LANE	1	0	0	0	1	1	0	1	0	0	1	1	0	2	0	1	0	0	2	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (119 + 25 + 726 + 74) / 1425 = 0.662 LOS = B

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March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AVE I/S No: 99218

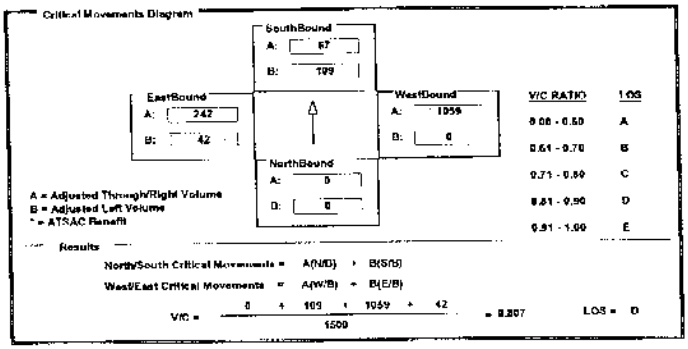
AM/PM: AM Comments: INT# 98

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	199	0	67	0	1585	533	42	484	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	199	0	67	0	1585	533	42	484	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 199 + 1059 + 42) / 1500 = 0.807 LOS = D

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March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: WASHINGTON PL I/S No: 99148

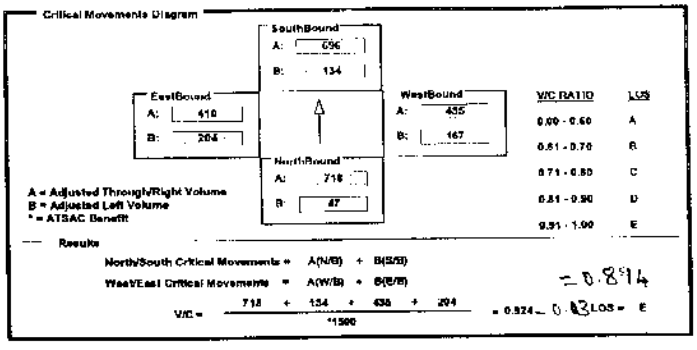
AM/PM: AM Comments: INT# 99

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	47	1359	77	134	1181	711	167	643	227	204	785	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	1359	77	134	1181	711	167	643	227	204	785	34
LANE	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: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (718 + 134 + 455 + 204) / 1500 = 0.824 = 0.82 LOS = E

0.8914

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March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: CULVER BLVD I/S No: 99220

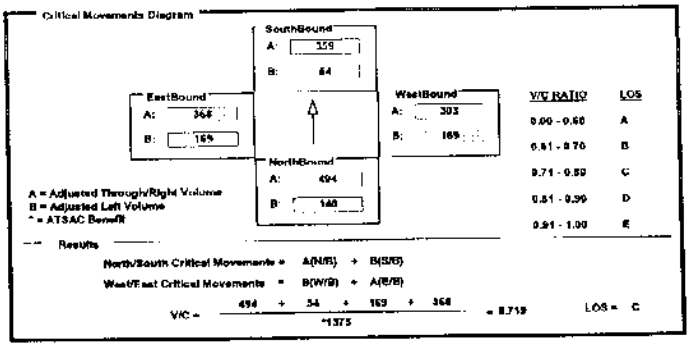
AM/PM: AM Comments: INT# 100

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	778	212	54	634	83	169	473	133	169	736	72
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	778	212	54	634	83	169	473	133	169	736	72
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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

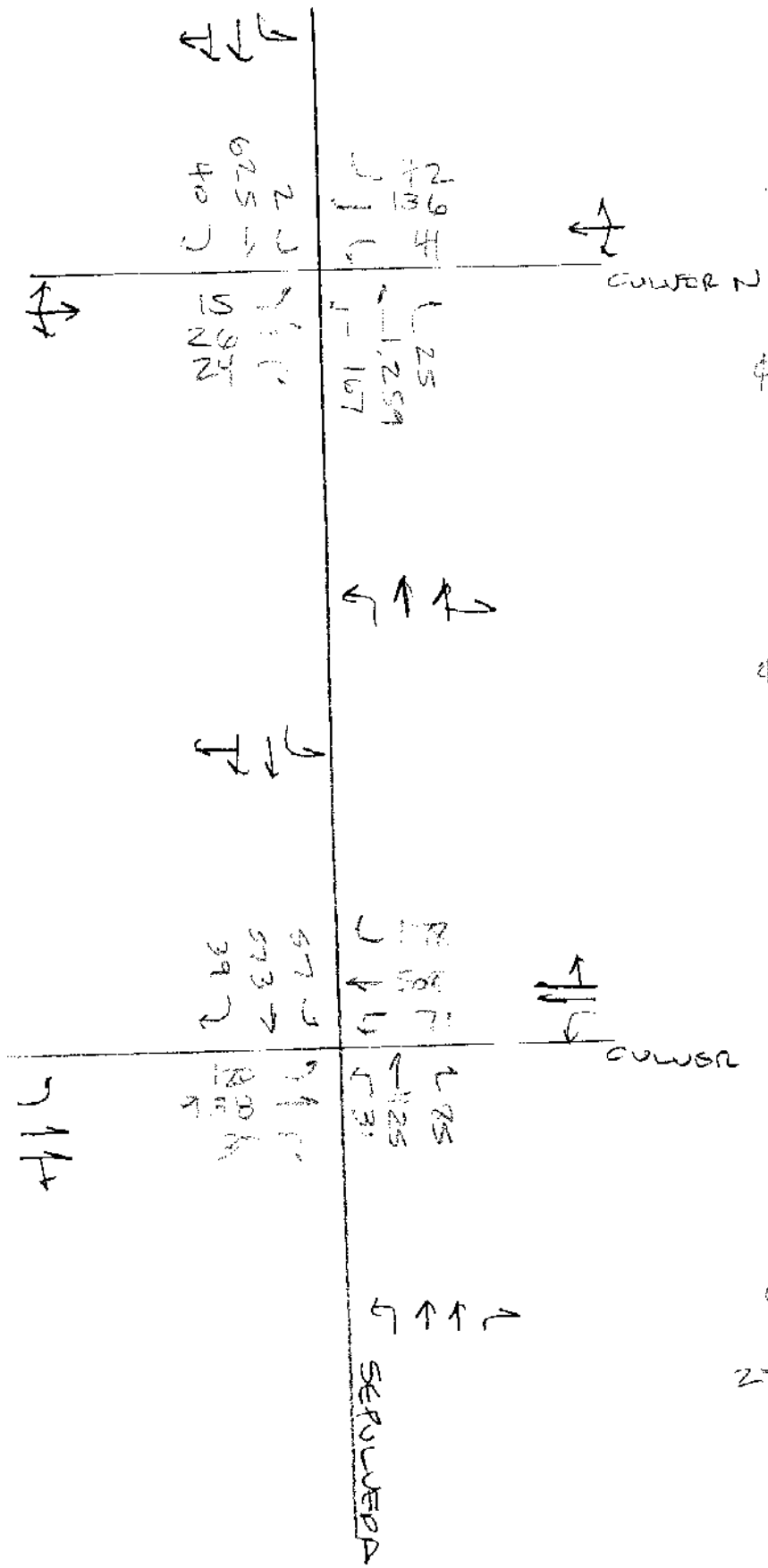
North/South Critical Movements = A(N/B) + B(S/B)

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

V/C = (494 + 54 + 169 + 368) / 1375 = 0.719 LOS = C

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EXISTING AM

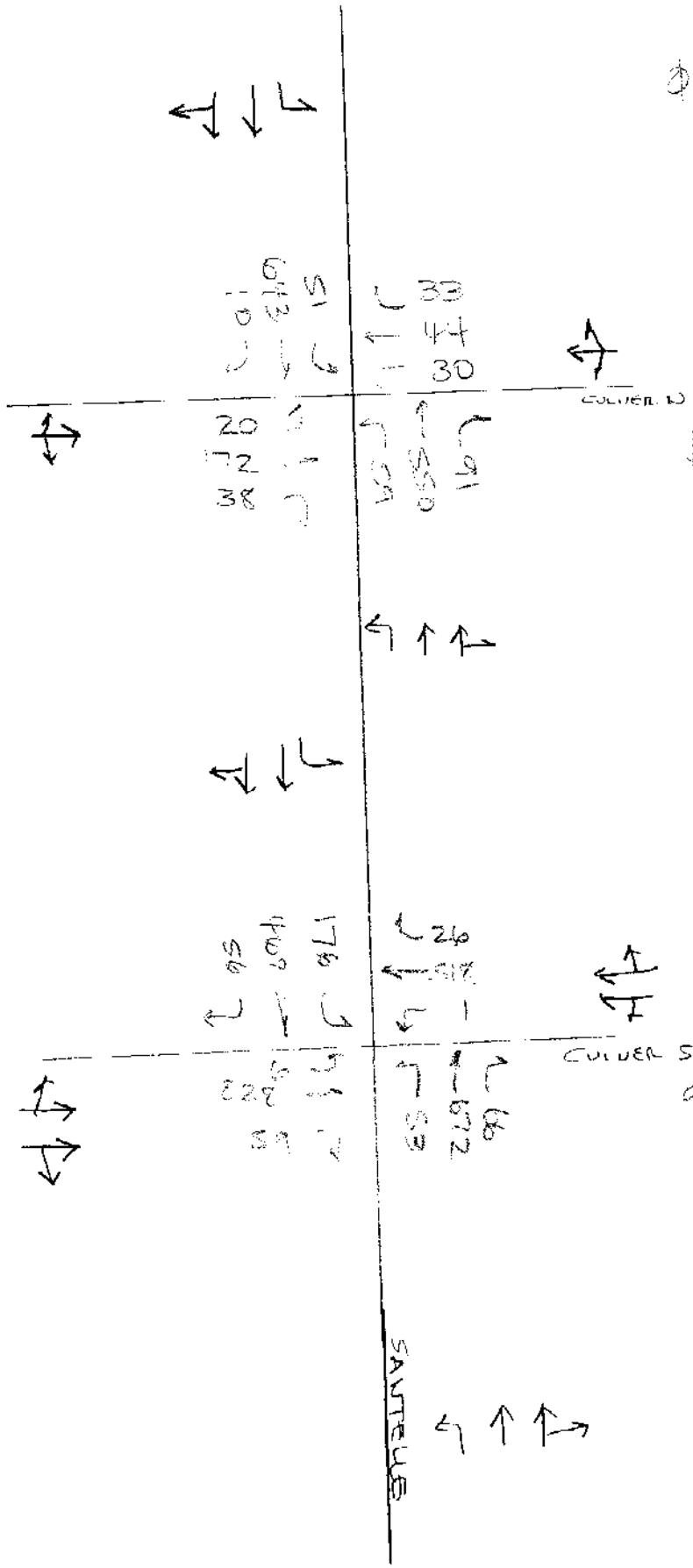


CRITICAL VOLUMES = 559 + 133 + 430 + 52 + 234 = 1408

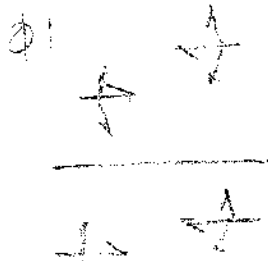
V/C = 1408/1375 − 0.07 (AMBIENT) = 0.954 LOS E

INT # 102 SAWTELLE & CULVER BLVD

EXISTING AM



PM



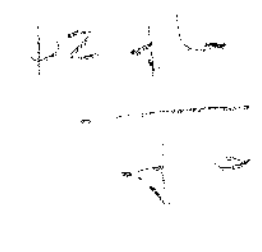
$$30 + \left(30 \times \frac{732+27}{2}\right) = 430$$

$$20 + \left(30 \times \frac{518+20}{2}\right) = 321$$

$$+ \left(60 \times \frac{92.9+19}{2}\right) = 451$$

OR

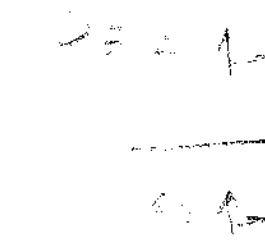
$$30 + \left(1 \times \frac{518+20}{2}\right) = 279$$



$$(60 \times 8.1) + (30 \times 1.2) = 522$$

OR

$$(60 \times 8.1) / 2 = 252$$



$$(732+66)/2 = 399$$

CRITICAL VOLUMES: $451 + 327 + 399 = 1177$

$$V/C = 1177/1425 = 0.826$$

LOS C

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March 3, 2003 ,Monday 05:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AVE W/E: WASHINGTON BLVD I/S No: 93000

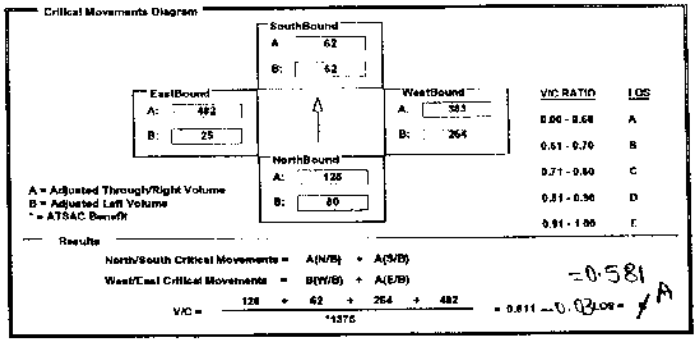
AM/PM: AM Comments: INT# 103

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	37	260	82	42	31	264	766	115	25	964	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	37	260	82	42	31	264	766	115	25	964	167
LANE	1	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot Var	Auto

Critical Movements Diagram



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 = (128 + 82 + 264 + 492) / *1375 = 0.811 -0.03 = 0.581 LOS = A

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CalcaDB

March 3, 2003 ,Monday 05:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AVE W/E: PLAYA ST I/S No: 89230

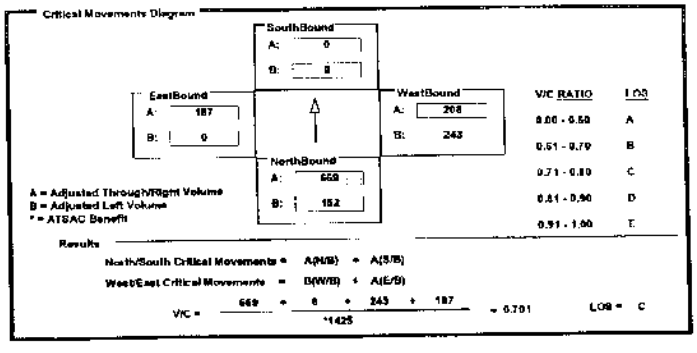
AM/PM: AM Comments: INT# 104

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	277	0	791	0	0	0	442	416	0	0	339	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	277	0	791	0	0	0	442	416	0	0	339	35
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Prot-Fix	<none>	Prot-Fix	Auto

Critical Movements Diagram



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 = (669 + 0 + 243 + 187) / *1425 = 0.701 LOS = C

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AVE W/E: SLAUSON AVE I/S No: 99232

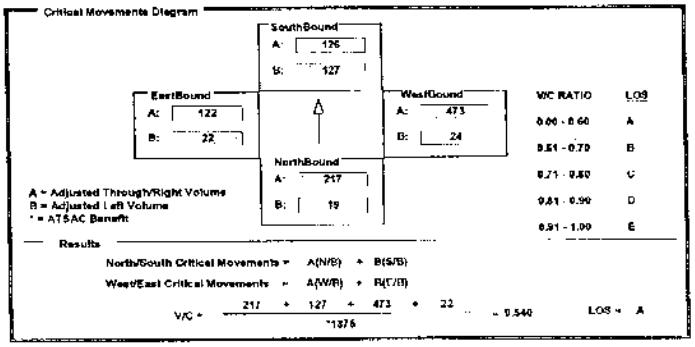
AM/PM: AM Comments: INT# 105

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	433	260	230	230	22	43	610	536	22	308	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	433	260	230	230	22	43	610	536	22	308	57
LANE	2	0	2	0	0	1	0	2	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (217 + 127 + 473 + 22) / 1376 = 0.540 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: SLAUSON AVE I/S No: 99242

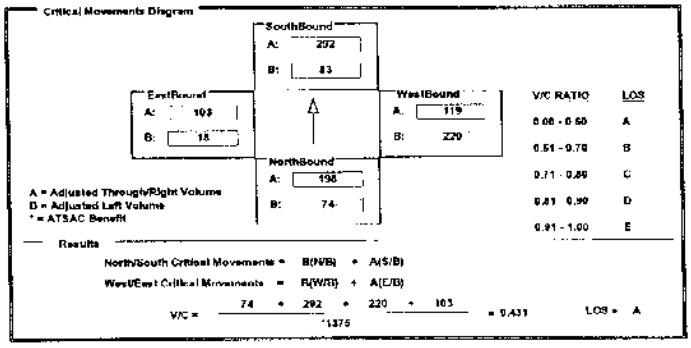
AM/PM: AM Comments: INT# 106

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	593	160	83	810	66	400	82	37	18	51	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	593	160	83	810	66	400	82	37	18	51	140
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (74 + 292 + 220 + 103) / 1375 = 0.431 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AVE I/S No: 99244

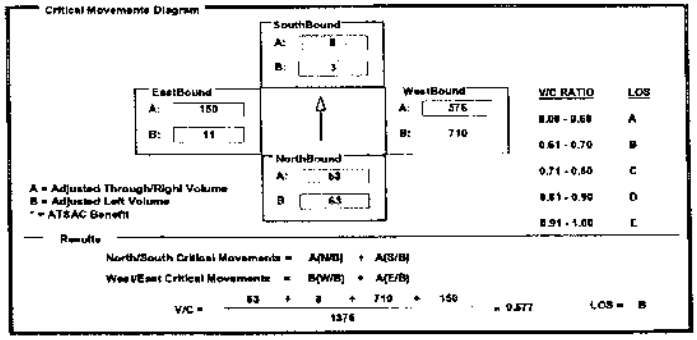
AM/PM: AM Comments: INT# 107

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	7	1140	3	3	5	1291	1151	14	11	449	398
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	7	1140	3	3	5	1291	1151	14	11	449	398
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Free				

Critical Movements Diagram



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 = (63 + 8 + 710 + 150) / 1376 = 0.577 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AVE W/E: WASHINGTON PLACE I/S No: 99210

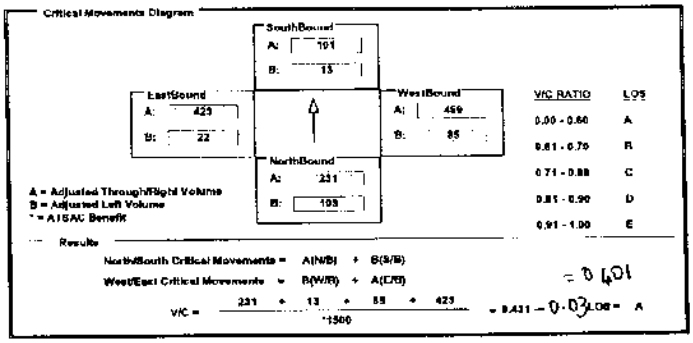
AM/PM: AM Comments: INT# 108

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	109	88	54	13	74	14	85	918	16	22	845	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	88	54	13	74	14	85	918	16	22	845	47
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	2	0	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



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 = (231 + 13 + 85 + 423) / 1500 = 0.431 - 0.03 = 0.401 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: OCEAN PARK BLVD I/S No: 99306

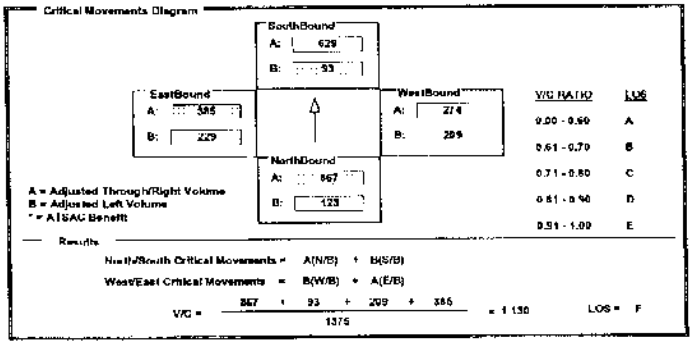
AM/PM: AM Comments: INT# 109

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	1733	93	93	1167	90	209	445	103	229	685	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1733	93	93	1167	90	209	445	103	229	685	84
LANE	1	2	0	1	1	0	1	1	0	1	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{867 + 93 + 209 + 385}{1375} = 1.130 \qquad LOS = F$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BLVD I/S No: 99312

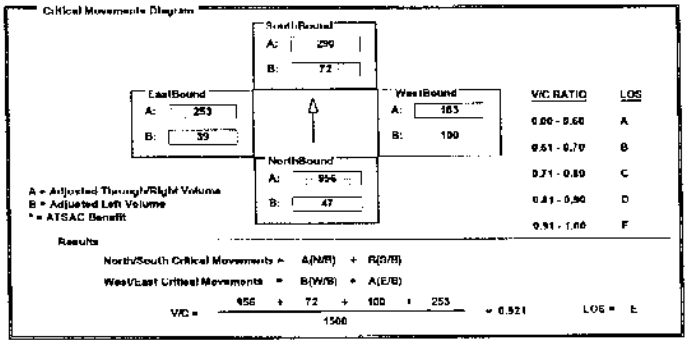
AM/PM: AM Comments: INT# 110

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	47	633	123	72	290	27	100	183	154	39	253	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	633	123	72	290	27	100	183	154	39	253	33
LANE	1	0	0	1	0	0	1	0	1	1	0	1	0	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



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	F

Results

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

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

$$V/C = \frac{956 + 72 + 100 + 253}{1500} = 0.921 \qquad LOS = E$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BLVD I/S No: 99314

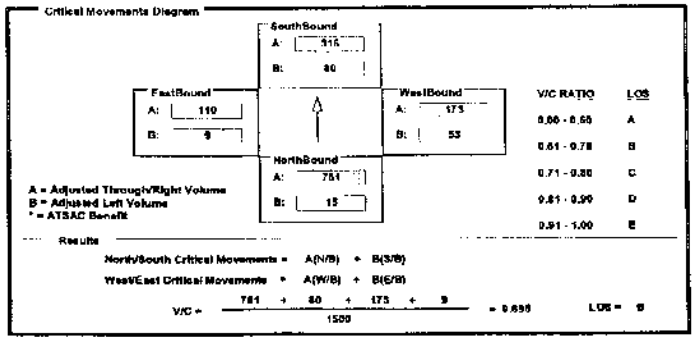
AM/PM: AM Comments: INT# 111

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	1397	164	80	621	11	53	90	83	9	101	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1397	164	80	621	11	53	90	83	9	101	16
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{781 + 80 + 175 + 9}{1500} = 0.898 \qquad LOS = D$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

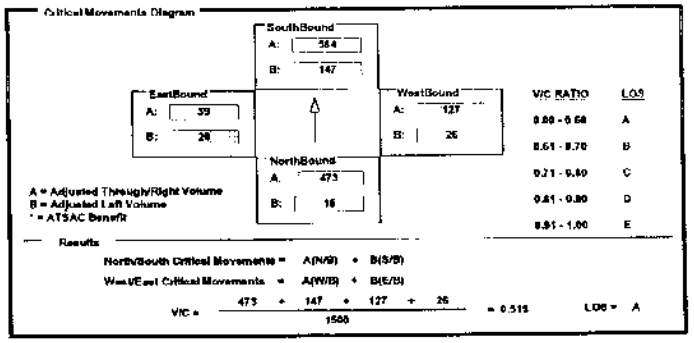
AM/PM: AM Comments: INT# 112

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	890	55	147	1146	21	26	31	222	26	27	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	890	55	147	1146	21	26	31	222	26	27	25
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{473 + 147 + 127 + 26}{1500} = 0.515 \qquad LOS = A$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

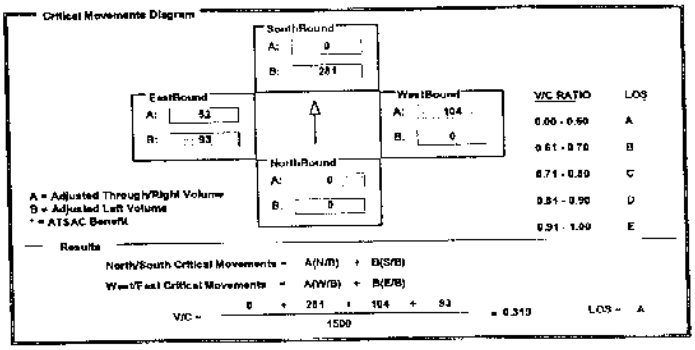
AM/PM: AM Comments: INT# 113

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	511	0	81	0	104	535	93	103	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	511	0	81	0	104	535	93	103	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 281 + 104 + 93) / 1500 = 0.319 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

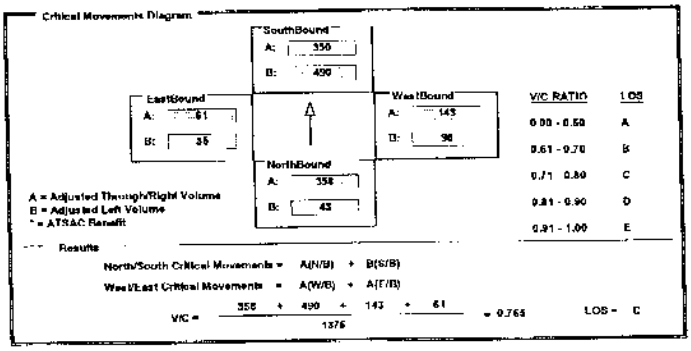
AM/PM: AM Comments: INT# 114

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	43	648	68	490	677	23	122	74	388	35	40	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	648	68	490	677	23	122	74	388	35	40	21
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (358 + 490 + 143 + 61) / 1375 = 0.765 LOS = C

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

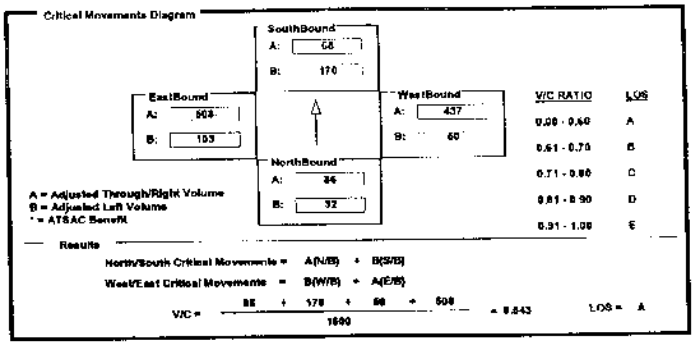
AM/PM: AM Comments: INT# 115

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	58	81	170	48	68	50	796	78	103	993	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	58	81	170	48	68	50	796	78	103	993	22
LANE	0	1	0	0	1	0	1	0	1	0	0	1	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



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 = (68 + 170 + 60 + 508) / 1600 = 0.643 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA WAY W/E: ADMIRALTY WAY I/S No: 99186

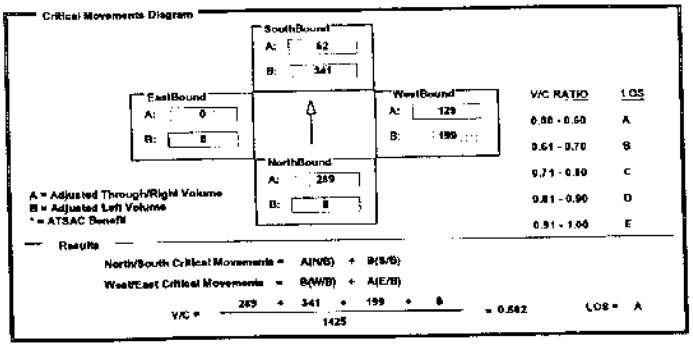
AM/PM: AM Comments: INT# 116

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	577	803	341	187	0	382	0	546	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	577	803	341	187	0	382	0	546	0	0	0
LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (289 + 341 + 199 + 8) / 1425 = 0.582 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BLVD I/S No: 99198

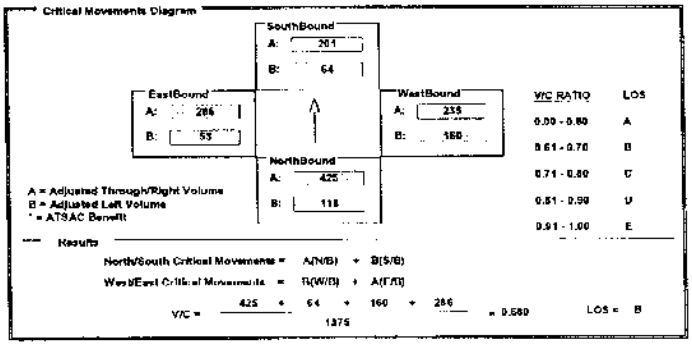
AM/PM: AM Comments: INT# 117

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	531	319	64	365	37	160	363	106	53	515	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	531	319	64	365	37	160	363	106	53	515	57
LANE	1 0 1 0 1 0			1 0 1 0 1 0			1 0 1 0 1 0			1 0 1 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



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)

$$V/C = \frac{425 + 64 + 160 + 286}{1375} = 0.580 \qquad LOS = B$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY/OLD AN AVE W/E: PICO BLVD I/S No: 99316

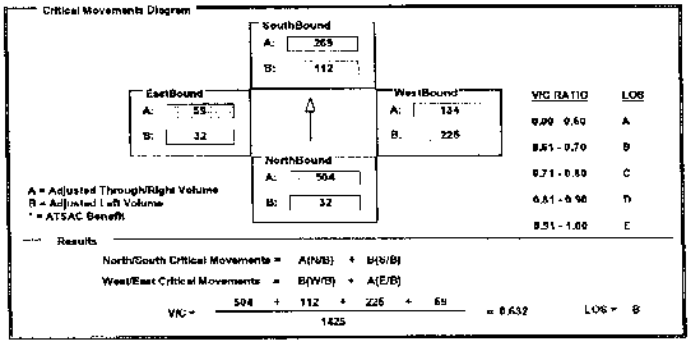
AM/PM: AM Comments: INT# 118

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	1008	381	112	513	24	225	110	246	32	78	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	1008	381	112	513	24	225	110	246	32	78	39
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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{504 + 112 + 226 + 59}{1425} = 0.632 \qquad LOS = B$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MAPLE AVE I/S No: 99330

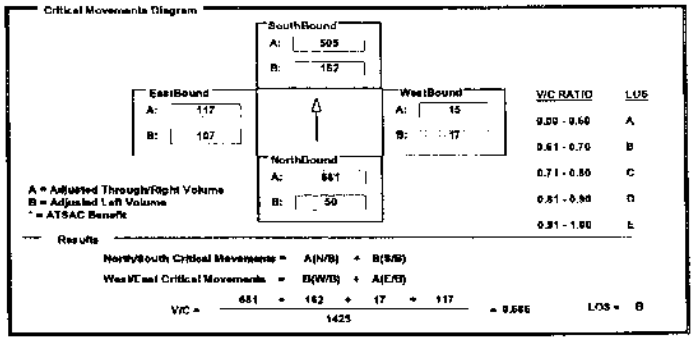
AM/PM: AM Comments: INT# 119

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	50	2591	133	162	1988	32	17	15	62	107	66	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	2591	133	162	1988	32	17	15	62	107	66	51
LANE	1 0 3 0 1 0			1 0 3 0 1 0			1 0 1 0 1 0			1 0 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{681 + 162 + 17 + 117}{1425} = 0.686 \qquad LOS = B$$

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: GRAND AVE I/S No: 99332

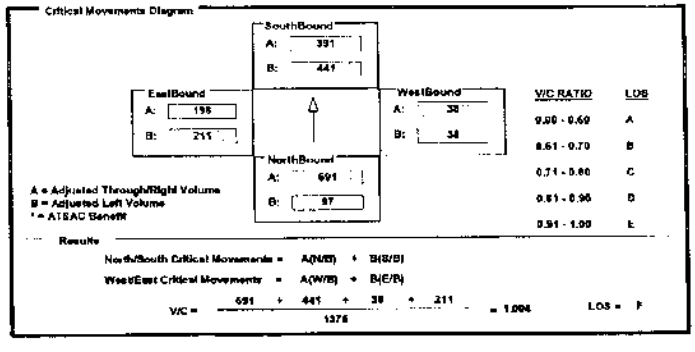
AM/PM: AM Comments: INT# 120

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	97	2765	346	441	1256	307	42	73	67	211	310	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	2765	346	441	1256	307	42	73	67	211	310	85
LANE	1 0 4 0 0 1 0			1 0 3 0 1 0 0			1 1 1 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{691 + 441 + 38 + 211}{1375} = 1.004 \qquad LOS = F$$

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARINE AVE I/S No: 99334

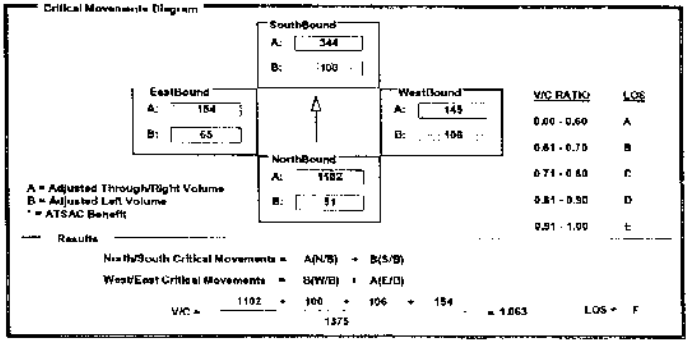
AM/PM: AM Comments: INT# 121

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	51	3217	88	181	1032	53	106	145	145	65	256	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	3217	88	181	1032	53	106	145	145	65	256	49
LANE	1 0 2 0 1 0 0			2 0 3 0 0 1 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (1102 + 100 + 106 + 154) / 1375 = 1.063 LOS = F

Developed by Chan Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANHATTAN BEACH BLVD I/S No: 99336

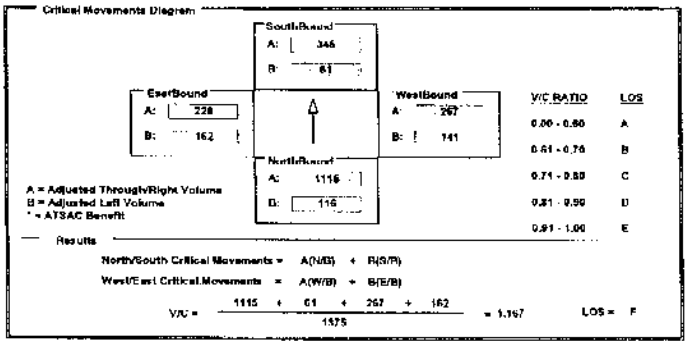
AM/PM: AM Comments: INT# 122

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	3236	109	110	911	123	141	534	288	162	456	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	3236	109	110	911	123	141	534	288	162	456	148
LANE	1 0 2 0 1 0 0			2 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (1115 + 61 + 267 + 162) / 1375 = 1.167 LOS = F

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: SHORT I/S No: 20480

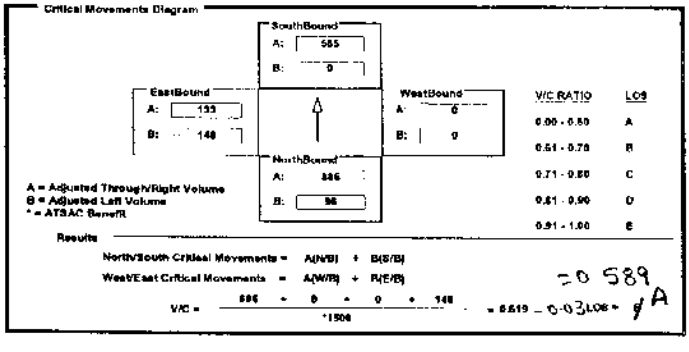
AM/PM: AM Comments: INT# 123

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	1195	0	0	1077	92	0	0	0	148	0	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	1195	0	0	1077	92	0	0	0	148	0	133
LANE	0 1 1 0 0 0 0			0 0 1 0 1 0 0			0 0 0 0 0 0 0			1 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (886 + 0 + 0 + 148) / 1500 = 0.619 - 0.03 LOS = B/A

=0.589

Developed by Chan Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: PICO BLVD I/S No: 99306

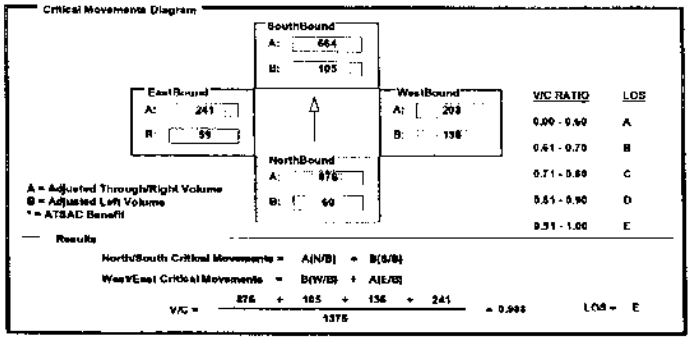
AM/PM: AM Comments: INT# 124

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	60	1542	209	105	1238	90	247	376	30	108	375	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1542	209	105	1238	90	247	376	30	108	375	106
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			2 0 1 0 1 0 0			2 0 1 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



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 = (876 + 105 + 136 + 241) / 1375 = 0.998 LOS = E

Developed by Chan Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AVE | W/E: WILSHIRE BLVD | I/S No: 99320

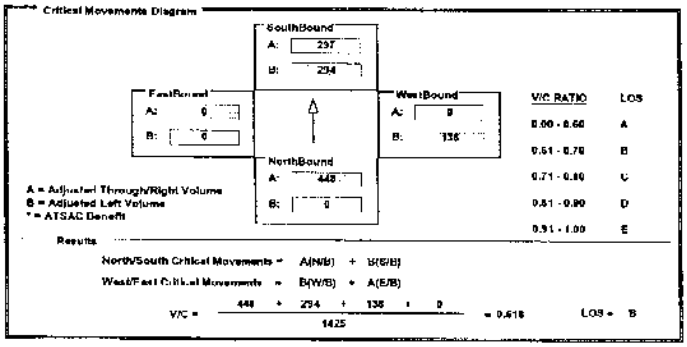
AM/PM: AM | Comments: INT# 125

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	605	517	294	594	0	250	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	605	517	294	594	0	250	0	165	0	0	0
LANE	0	0	2	0	0	1	0	2	0	0	0	0	1	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	Auto	<none>	<none>

Critical Movements Diagram



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 = (448 + 294 + 165 + 0) / 1425 = 0.618 LOS = B

Developed by Chun Wong 12:34

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AVE | W/E: PALISADES BEACH RD RAMPS | I/S No: 99318

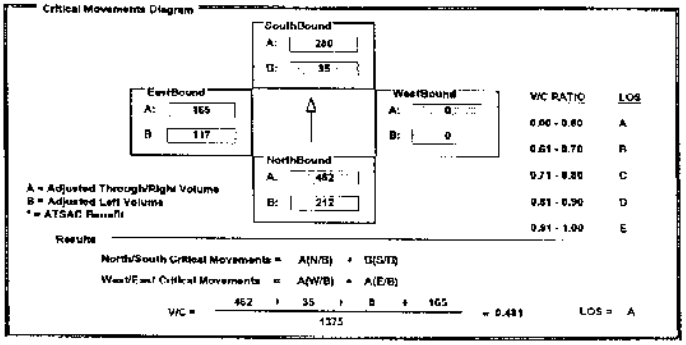
AM/PM: AM | Comments: INT# 126

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	917	7	35	560	33	0	0	10	117	38	292
AMBIENT												
RELATED												
PROJECT												
TOTAL	386	917	7	35	560	33	0	0	10	117	38	292
LANE	2	0	1	0	1	0	1	0	2	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



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 = (462 + 35 + 8 + 165) / 1375 = 0.481 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST | W/E: WILSHIRE BLVD | I/S No: 99294

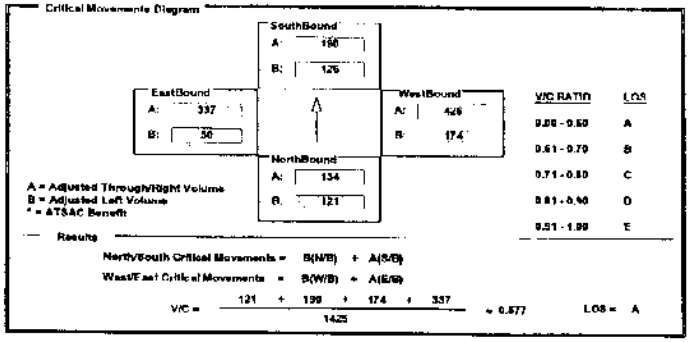
AM/PM: AM | Comments: INT# 127

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	121	191	77	126	346	34	174	678	176	30	525	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	191	77	126	346	34	174	678	176	30	525	149
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



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 = (121 + 199 + 174 + 337) / 1425 = 0.577 LOS = A

Developed by Chun Wong 12:34

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST | W/E: PICO BLVD | I/S No: 99292

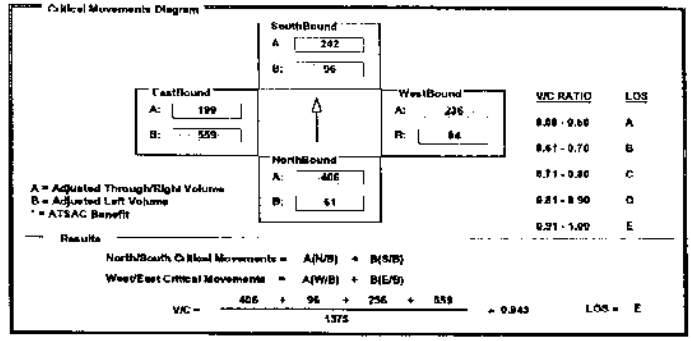
AM/PM: AM | Comments: INT# 128

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	61	766	45	98	233	242	84	294	177	559	375	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	766	45	98	233	242	84	294	177	559	375	23
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



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 = (406 + 96 + 236 + 559) / 1375 = 0.943 LOS = E

Developed by Chun Wong 12:34

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #129 4th St & Oean Park Bl North [Existing AM Peak Hour]

Cycle (sec):	100	Critical Vol./Cap. (X):	0.769
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	27	504	0	0	205	31	0	0	0	25	17	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	504	0	0	205	31	0	0	0	25	17	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	531	0	0	216	33	0	0	0	26	18	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	531	0	0	216	33	0	0	0	26	18	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	531	0	0	216	33	0	0	0	26	18	104
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.41	1.00
Final Sat.:	623	691	0	0	646	732	0	0	0	299	207	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.77	xxxx	xxxx	0.33	0.05	xxxx	xxxx	xxxx	0.09	0.09	0.18
Crit Moves:		****			****							****
Delay/Veh:	8.6	22.5	0.0	0.0	10.8	7.7	0.0	0.0	0.0	9.9	9.9	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	22.5	0.0	0.0	10.8	7.7	0.0	0.0	0.0	9.9	9.9	9.4
LOS by Move:	A	C	*	*	B	A	*	*	*	A	A	A
ApproachDel:		21.8			10.4			xxxxxx			9.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		21.8			10.4			xxxxxx			9.6	
LOS by Appr:		C			B			*			A	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #130 4th St. & Ocean Park Bl South [Existing AM Peak Hour]

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	441	65	72	157	0	89	7	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	65	72	157	0	89	7	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	464	68	76	165	0	94	7	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	68	76	165	0	94	7	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	464	68	76	165	0	94	7	18	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	696	795	599	656	0	469	35	599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.67	0.09	0.13	0.25	xxxx	0.20	0.20	0.03	xxxx	xxxx	xxxx
Crit Moves:		****			****			****				
Delay/Veh:	0.0	17.3	7.5	9.4	9.8	0.0	10.9	10.9	8.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	7.5	9.4	9.8	0.0	10.9	10.9	8.4	0.0	0.0	0.0
LOS by Move:	*	C	A	A	A	*	B	B	A	*	*	*
ApproachDel:		16.0			9.7			10.5			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		16.0			9.7			10.5			xxxxxx	
LOS by Appr:		C			A			B			*	

****

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WILSHIRE BLVD I/S No: 99310

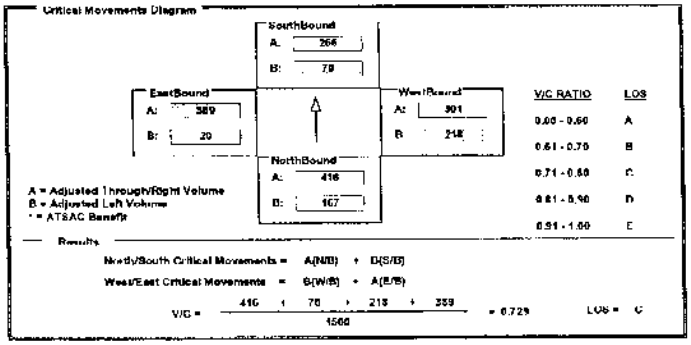
AM/PM: AM Comments: INT# 131

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	416	305	70	515	15	218	601	28	20	778	184
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	416	305	70	515	15	218	601	28	20	778	184
LANE	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	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



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 = (416 + 78 + 218 + 389) / 1600 = 0.729 LOS = C

Developed by Chun Wong, 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BLVD I/S No: 99262

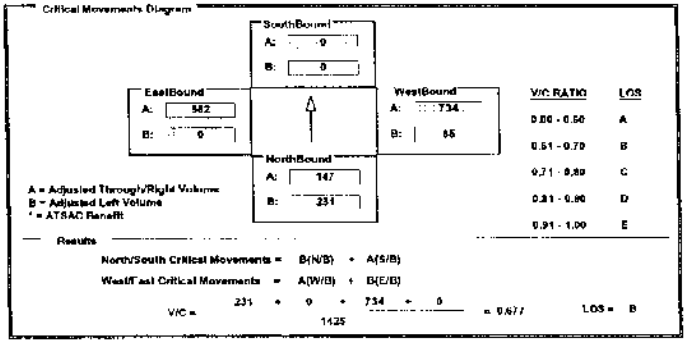
AM/PM: AM Comments: INT# 132

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	231	0	190	0	0	0	85	1467	0	0	1090	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	0	190	0	0	0	85	1467	0	0	1090	74
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot Flt	RTOR: <none>	Phasing: Perm	RTOR: Auto

Critical Movements Diagram



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 = (231 + 0 + 734 + 0) / 1425 = 0.677 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BLVD I/S No: 99280

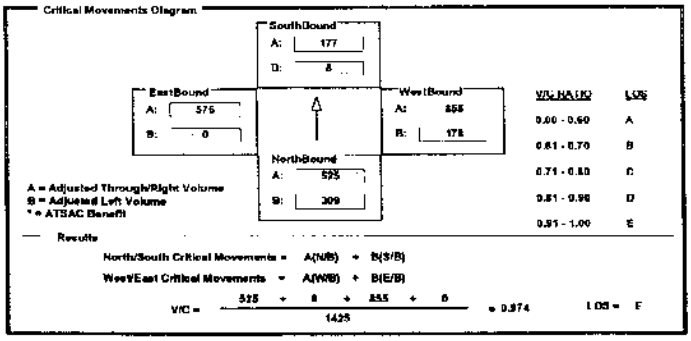
AM/PM: AM Comments: INT# 133

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	542	298	8	169	23	178	847	8	0	1059	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	542	298	8	169	23	178	847	8	0	1059	93
LANE	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flt	RTOR: Auto	Phasing: Perm	RTOR: Auto

Critical Movements Diagram



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 = (525 + 8 + 855 + 0) / 1425 = 0.974 LOS = E

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: PICO BLVD I/S No: 99302

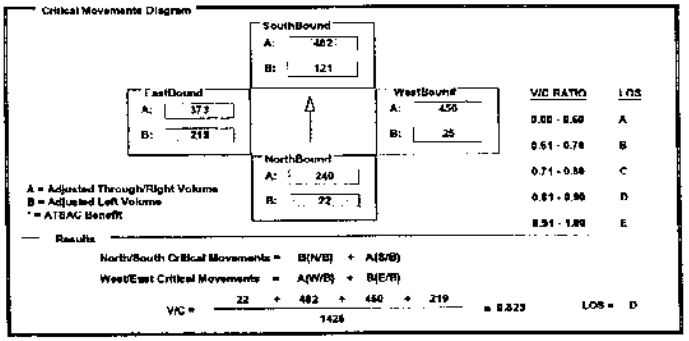
AM/PM: AM Comments: INT# 134

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	72	430	49	121	219	591	25	779	120	398	725	20
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	430	49	121	219	591	25	779	120	398	725	20
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flt	RTOR: Auto

Critical Movements Diagram



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 = (22 + 482 + 450 + 219) / 1425 = 0.823 LOS = D

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: OCEAN PARK BLVD I/S No: 99304

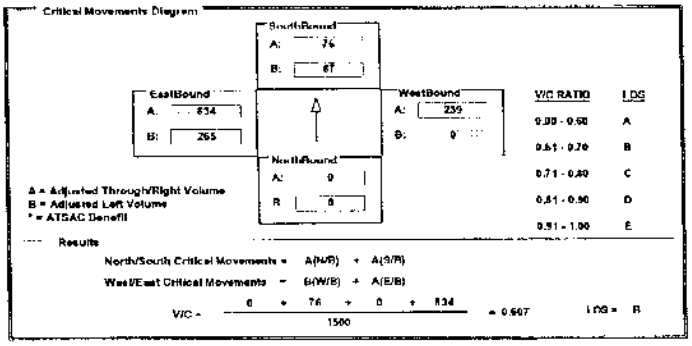
AM/PM: AM Comments: INT# 135

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	0	76	0	403	74	265	1138	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	67	0	76	0	403	74	265	1138	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram



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 = (0 + 76 + 0 + 834) / 1500 = 0.607 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BLVD I/S No: 99284

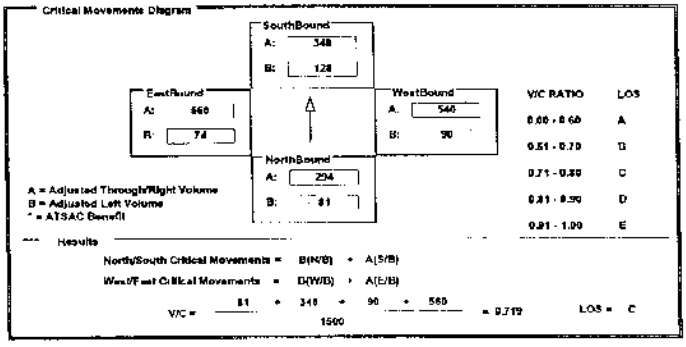
AM/PM: AM Comments: INT# 135

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	506	82	128	599	96	90	985	95	74	1038	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	506	82	128	599	96	90	985	95	74	1038	81
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	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



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 = (81 + 348 + 90 + 660) / 1500 = 0.719 LOS = C

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AVE I/S No: 99286

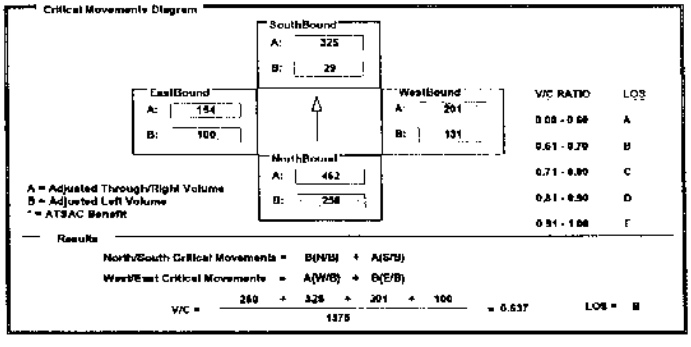
AM/PM: AM Comments: INT# 137

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	250	781	142	29	602	48	131	363	39	100	307	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	781	142	29	602	48	131	363	39	100	307	106
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	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	Prot Var	Auto	Prot-Var	OLA

Critical Movements Diagram



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 = (260 + 325 + 201 + 100) / 1375 = 0.637 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: I-10 FWY EB ON-RAMP I/S No: 99298

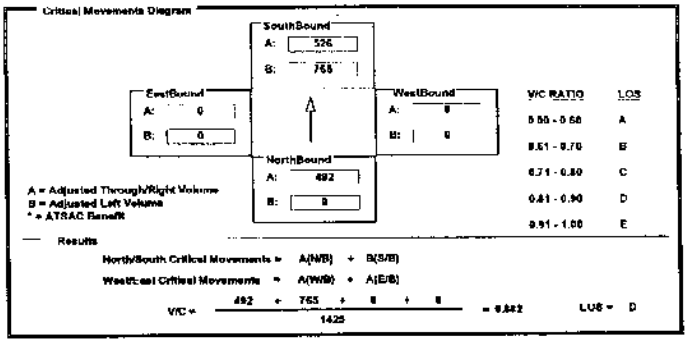
AM/PM: AM Comments: INT# 138

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	599	492	1391	1036	15	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	599	492	1391	1036	15	0	0	0	0	0	25
LANE	0	0	2	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Free

Critical Movements Diagram



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 = (492 + 765 + 0 + 0) / 1425 = 0.882 LOS = D

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: I 10 FWY WB OFF-RAMP I/S No: 99300

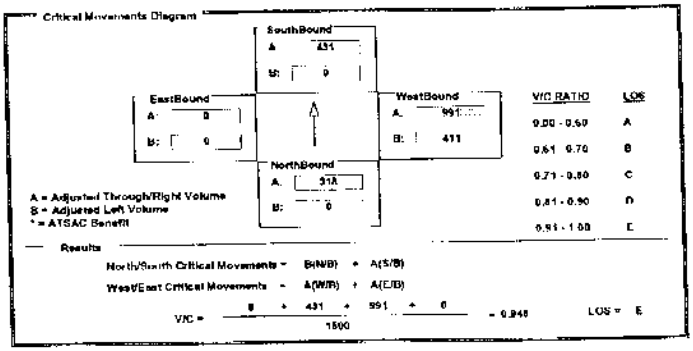
AM/PM: AM Comments: INT# 139

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	636	0	0	1724	0	748	0	1802	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	636	0	0	1724	0	748	0	1802	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram



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 = (0 + 431 + 991 + 0) / 1800 = 0.848 LOS = E

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AVE I/S No: 99137

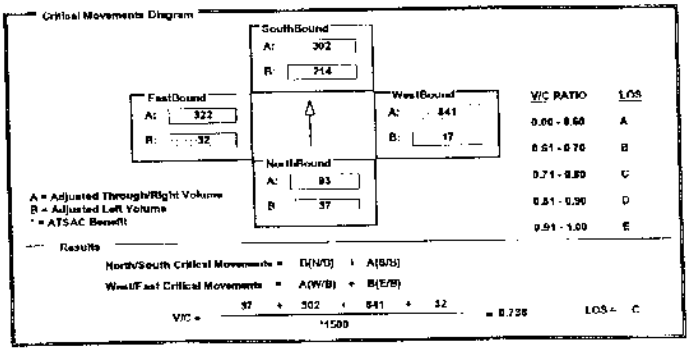
AM/PM: AM Comments: INT# 140

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	35	21	214	45	43	17	1661	21	32	562	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	35	21	214	45	43	17	1661	21	32	562	81
LANE	0	0	0	1	0	0	0	0	0	1	0	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



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 = D(N/B) + A(S/B)

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

V/C = (37 + 302 + 841 + 32) / 1500 = 0.738 LOS = C

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AVE I/S No: 99190

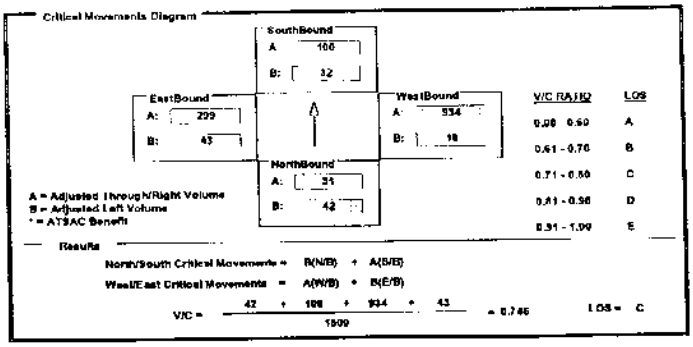
AM/PM: AM Comments: INT# 141

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	42	0	31	32	0	100	16	1848	20	45	581	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	32	0	100	16	1848	20	45	581	16
LANE	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	1	0	1	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



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 = (42 + 100 + 934 + 43) / 1500 = 0.746 LOS = C

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH DR W/E: SLAUSON AVE I/S No: 99208

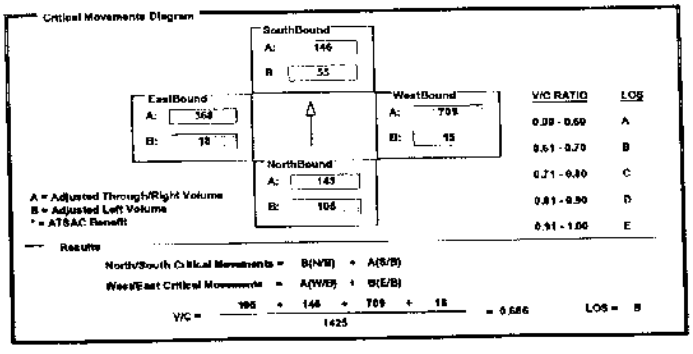
AM/PM: AM Comments: INT# 143

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	105	8	30	55	6	85	15	2081	46	18	1085	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	8	30	55	6	85	15	2081	46	18	1085	38
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (105 + 146 + 709 + 15) / 1425 = 0.686 LOS = B

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AVE W/E: SLAUSON AVE I/S No: 99209

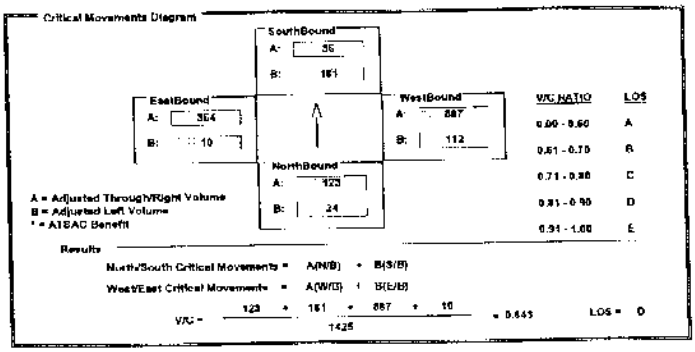
AM/PM: AM Comments: INT# 144

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	24	18	105	181	36	20	112	2589	73	10	1088	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	18	105	181	36	20	112	2589	73	10	1088	5
LANE	1	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (123 + 181 + 887 + 10) / 1425 = 0.843 LOS = D

Developed by Chen Wang 12:94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AVE I/S No: 99204

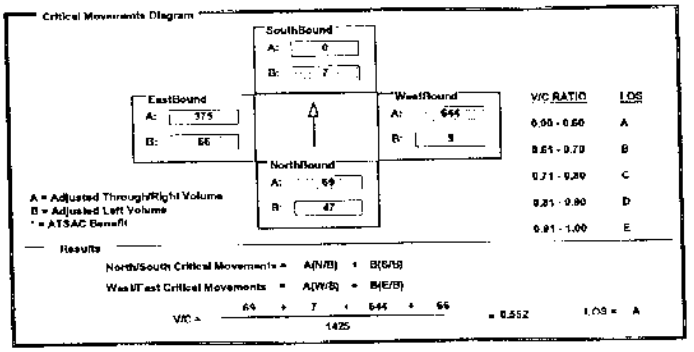
AM/PM: AM Comments: INT# 145

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	47	0	22	7	0	16	9	1932	43	120	1092	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	0	22	7	0	16	9	1932	43	120	1092	33
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (69 + 7 + 644 + 66) / 1425 = 0.552 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: SLAUSON AVE I/S No: 99206

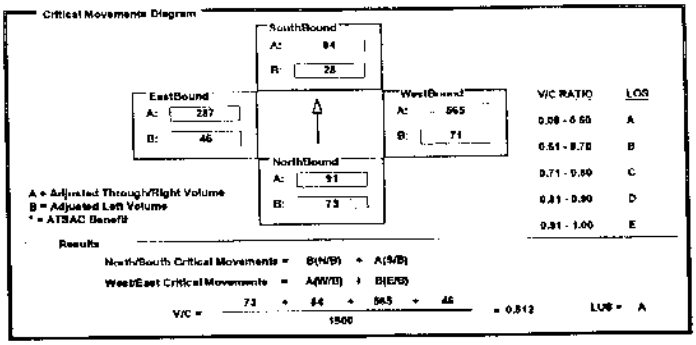
AM/PM: AM Comments: INT# 146

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	18	65	28	12	44	71	1638	58	46	843	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	18	65	28	12	44	71	1638	58	46	843	19
LANE	0	1	0	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto

Critical Movements Diagram



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 = (73 + 84 + 565 + 46) / 1500 = 0.813 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AVE W/E: SLAUSON AVE I/S No: 99202

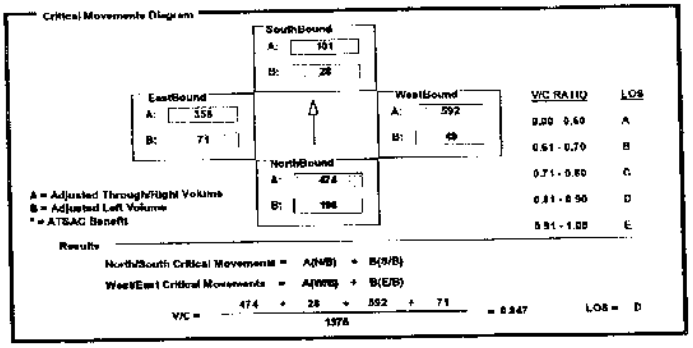
AM/PM: AM Comments: INT# 147

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	198	163	113	28	73	38	49	1698	81	71	1003	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	163	113	28	73	38	49	1698	81	71	1003	71
LANE	0	0	0	1	0	0	0	0	1	0	0	0	1	0	2	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto

Critical Movements Diagram



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 = (474 + 28 + 592 + 71) / 1375 = 0.947 LOS = D

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE (MATTESON) W/E: I-405 SB ON/OFF RAMPS I/S No: 99254

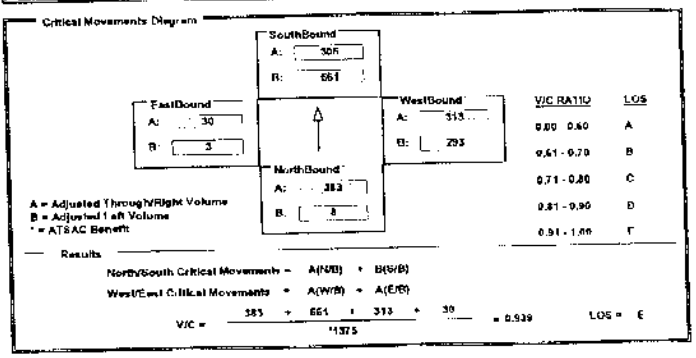
AM/PM: AM Comments: INT# 148

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	8	574	176	661	296	10	293	20	271	3	25	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	574	176	661	296	10	293	20	271	3	25	2
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (383 + 661 + 313 + 30) / *1375 = 0.939 LOS = E

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: WASHINGTON PL I/S No: 99262

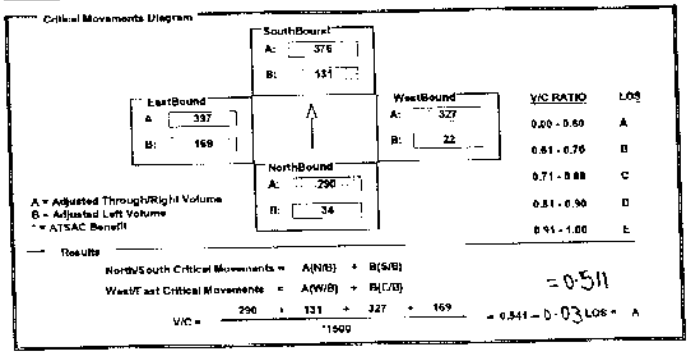
AM/PM: AM Comments: INT# 149

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	34	473	39	131	322	168	22	515	138	169	741	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	473	39	131	322	168	22	515	138	169	741	53
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 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



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 = (290 + 131 + 327 + 169) / *1500 = 0.541 - 0.03 LOS = A

=0.511

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: WASHINGTON BLVD I/S No: 99260

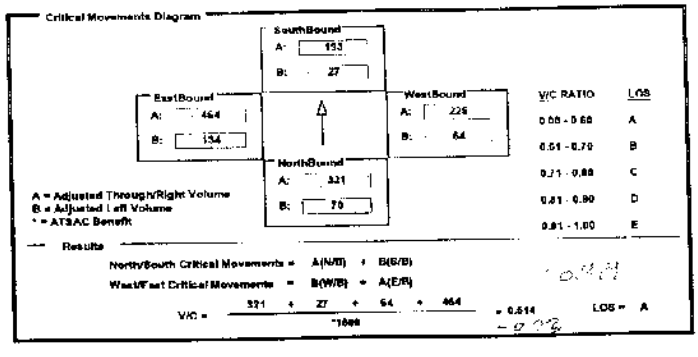
AM/PM: AM Comments: INT# 150

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	70	456	45	27	296	35	64	409	40	134	855	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	456	45	27	296	35	64	409	40	134	855	73
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 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



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 = (321 + 27 + 64 + 464) / *1500 = 0.514 LOS = A

-0.078

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: I-405 SB (CULVER) OFF RAMP I/S No: 99256

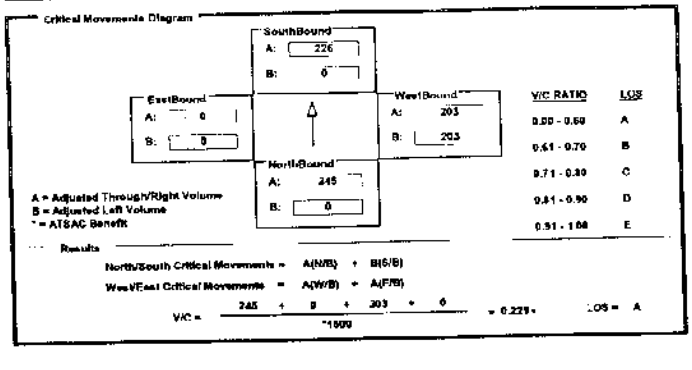
AM/PM: AM Comments: INT# 151

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	490	0	0	451	0	317	0	88	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	490	0	0	451	0	317	0	88	0	0	0
LANE	0 0 2	0 0 0	0 0 0	0 0 2	0 0 0	0 0 0	1 0 0	0 1 0	1 0 0	0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (245 + 0 + 203 + 0) / *1500 = 0.229 LOS = A

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2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: BRADDOCK DR I/S No: 99168

AM/PM: AM Comments: INT# 152

COUNT DATE: STUDY DATE: GROWTH FACTOR:

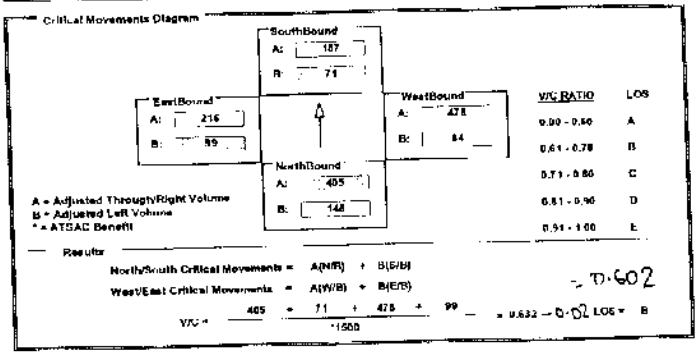
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	148	685	124	71	237	136	84	225	169	99	139	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	685	124	71	237	136	84	225	169	99	139	77

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 0 0 0 1 0 0 | 1 0 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = 405 + 71 + 478 + 99 / *1500 = 0.632 → 0.602 LOS = B

Developed by Chen Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: BRADDOCK DR I/S No: 99264

AM/PM: AM Comments: INT# 153

COUNT DATE: STUDY DATE: GROWTH FACTOR:

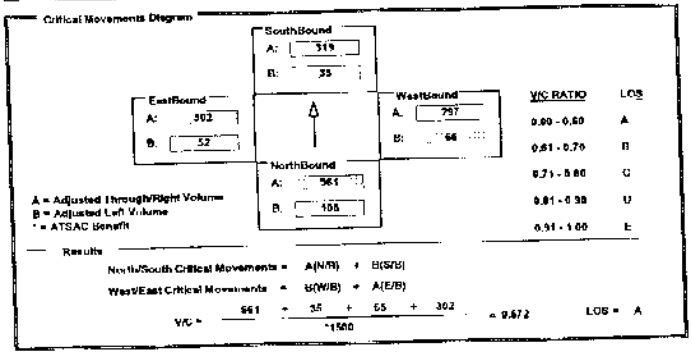
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	1021	100	35	571	66	65	211	21	52	186	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1021	100	35	571	66	65	211	21	52	186	64

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 0 0 0 1 0 0 | 0 0 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = 561 + 35 + 66 + 302 / *1500 = 0.672 LOS = A

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2003AM

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WASHINGTON PL I/S No: 99270

AM/PM: AM Comments: INT# 154

COUNT DATE: STUDY DATE: GROWTH FACTOR:

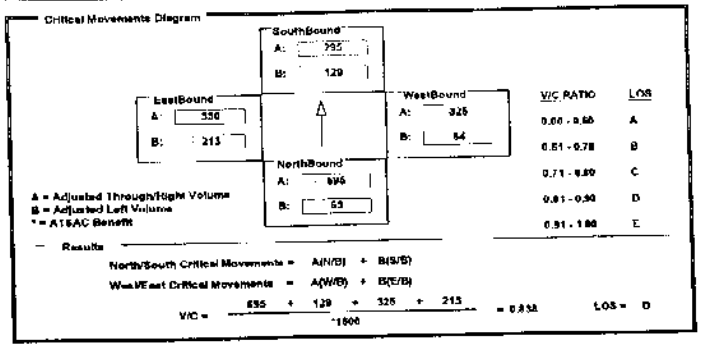
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	1373	17	129	515	74	64	520	129	213	613	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	1373	17	129	515	74	64	520	129	213	613	47

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = 695 + 129 + 325 + 213 / *1500 = 0.858 LOS = D

Developed by Chen Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WASHINGTON BLVD I/S No: 99272

AM/PM: AM Comments: INT# 155

COUNT DATE: STUDY DATE: GROWTH FACTOR:

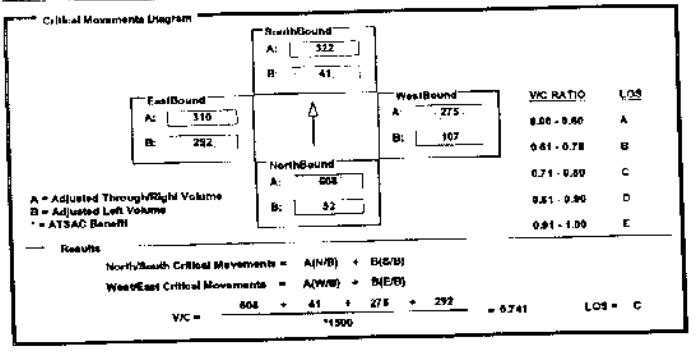
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	52	1167	49	41	543	101	107	493	56	292	569	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	1167	49	41	543	101	107	493	56	292	569	50

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = 604 + 41 + 275 + 292 / *1500 = 0.741 LOS = C

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-405 NB ON/OFF RAMPS I/S No: 99266

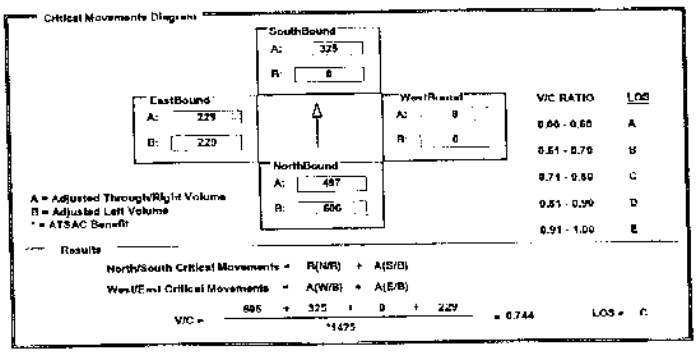
AM/PM: AM Comments: INT# 156

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	606	993	7	9	650	316	0	0	0	389	0	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	606	993	7	0	650	316	0	0	0	389	0	68
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (606 + 325 + 0 + 229) / 1425 = 0.744 LOS = C

Developed by Chun Wong 1/1/98

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: VENICE BLVD I/S No: 99248

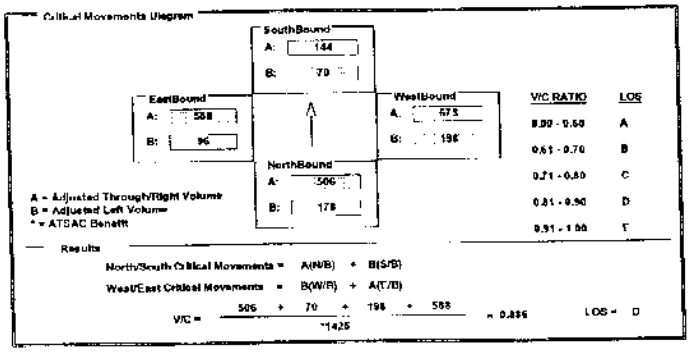
AM/PM: AM Comments: INT# 157

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	178	1011	197	70	288	53	350	2019	141	174	1765	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	178	1011	197	70	288	53	350	2019	141	174	1765	169
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (506 + 70 + 198 + 558) / 1425 = 0.886 LOS = D

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: WASHINGTON BLVD I/S No: 99250

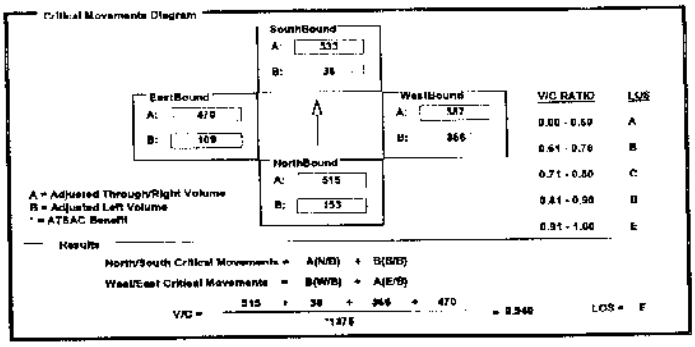
AM/PM: AM Comments: INT# 158

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	153	1000	698	38	665	52	366	664	110	109	940	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	1000	698	38	665	52	366	664	110	109	940	303
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	1	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



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 = (515 + 36 + 366 + 470) / 1475 = 0.848 LOS = E

Developed by Chun Wong 1/1/98

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: BRADDOCK DR I/S No: 99246

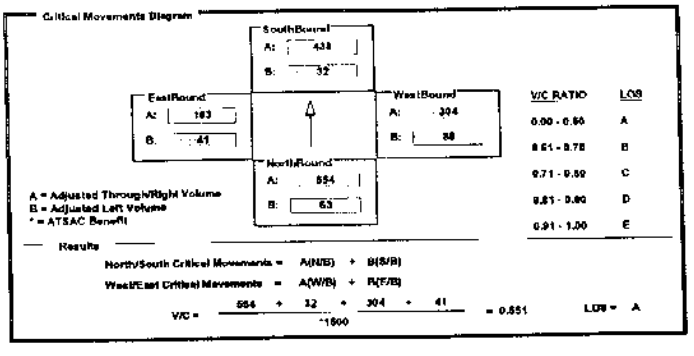
AM/PM: AM Comments: INT# 159

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	63	1055	53	32	843	32	86	142	76	41	112	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1055	53	32	843	32	86	142	76	41	112	30
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0	0	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



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 = (884 + 32 + 304 + 41) / 1600 = 0.851 LOS = A

Developed by Chun Wong 12/94

2003AM

CalcaDB

March 5, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AVE W/E: VENICE BLVD I/S No: 99176

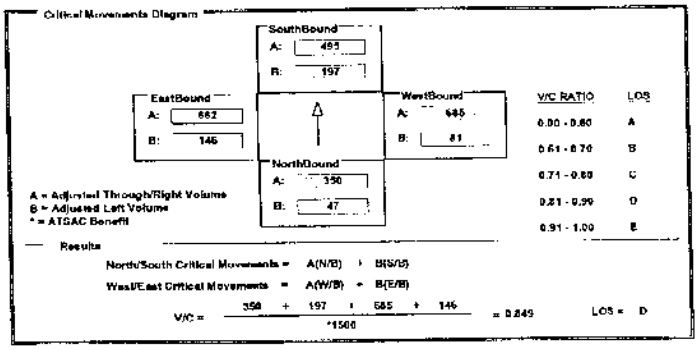
AM/PM: AM Comments: INT# 160

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	47	674	26	197	495	194	81	1914	142	146	1981	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	674	26	197	495	194	81	1914	142	146	1981	5
LANE	1 0 1	0 1	0	1 0 1	0 1	0	1 0 2	0 1	0	1 0 2	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (350 + 197 + 685 + 146) / *1500 = 0.849 LOS = D

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 5, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VENICE BLVD I/S No: 99174

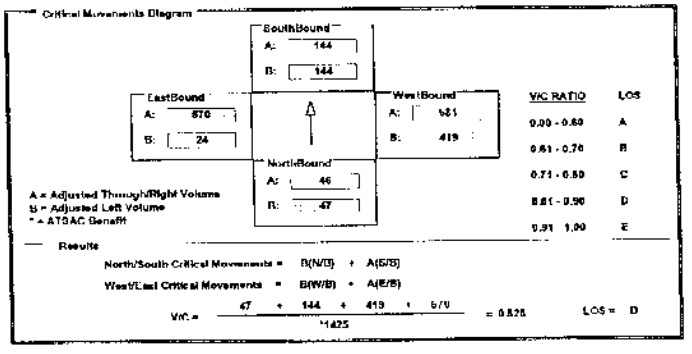
AM/PM: AM Comments: INT# 161

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	47	46	699	194	54	39	419	2044	192	24	2009	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	46	699	194	54	39	419	2044	192	24	2009	12
LANE	1 0 1	0 2	0	1 0 1	0 1	0	1 0 3	0 1	0	1 0 3	0 1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (47 + 144 + 419 + 870) / *1425 = 0.828 LOS = D

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 5, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AVE W/E: WASHINGTON BLVD I/S No: 99274

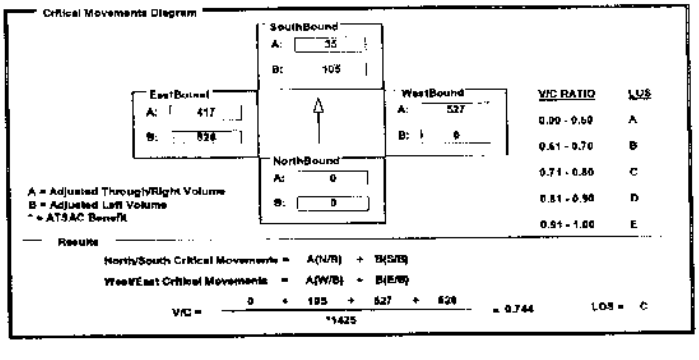
AM/PM: AM Comments: INT# 162

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	105	0	299	0	898	155	528	834	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	105	0	299	0	898	155	528	834	0
LANE	0 0 0	0 0	0	1 0 0	0 1	0	0 0 1	0 1	0	1 0 2	0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 105 + 527 + 826) / *1425 = 0.744 LOS = C

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 5, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: NATIONAL BLVD I/S No: 99154

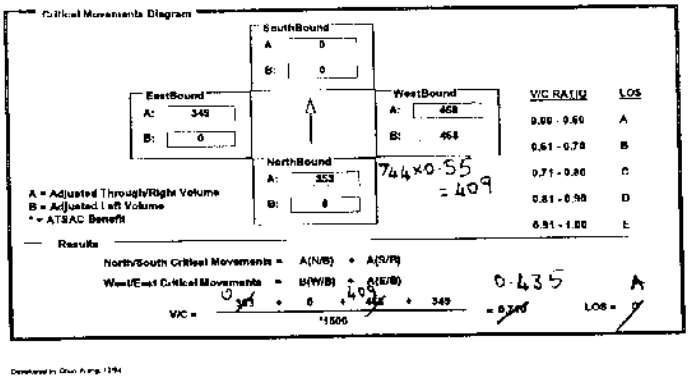
AM/PM: AM Comments: INT# 163

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	642	0	0	0	744	659	0	0	505	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	642	0	0	0	744	659	0	0	505	192
LANE	0 0 0	0 2	0	0 0 0	0 0	0	1 1 0	0 0	0	0 0 1	0 0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 409 + 0 + 349) / *1500 = 0.435 LOS = A

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: RODEO RD I/S No: 99156

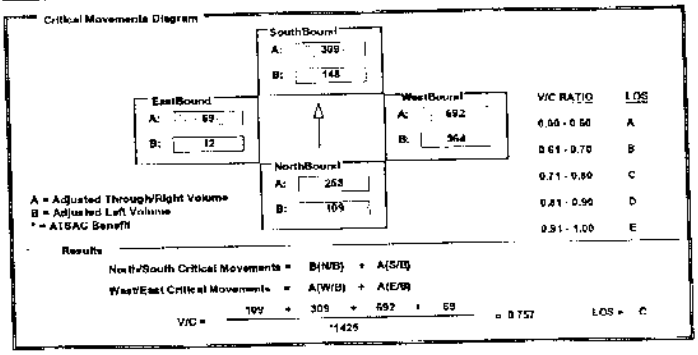
AM/PM: AM Comments: INT# 164

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	109	506	414	148	516	114	662	692	94	12	90	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	506	414	148	516	114	662	692	94	12	90	31
LANE	1	0	2	0	0	0	1	0	2	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (109 + 309 + 692 + 69) / *1425 = 0.757 LOS = C

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: DUQUESNE AVE I/S No: 99236

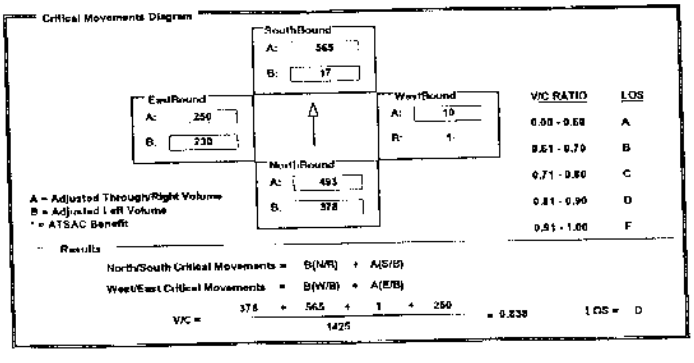
AM/PM: AM Comments: INT# 165

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	378	953	33	17	1129	379	1	10	9	230	15	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	378	953	33	17	1129	379	1	10	9	230	15	235
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (378 + 565 + 1 + 250) / 1425 = 0.838 LOS = D

Developed by Chun Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: GREEN VALLEY CIRCLE I/S No: 99228

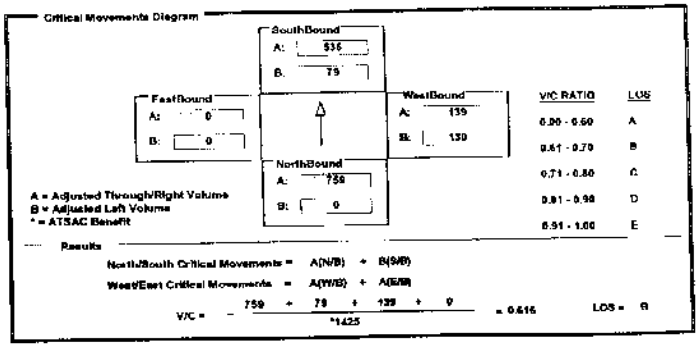
AM/PM: AM Comments: INT# 166

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	2278	141	144	1071	0	130	0	325	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2278	141	144	1071	0	130	0	325	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	1	0	0	0	0	1	1	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



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 = (759 + 79 + 139 + 0) / *1425 = 0.616 LOS = B

Developed by Chun Wong, 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

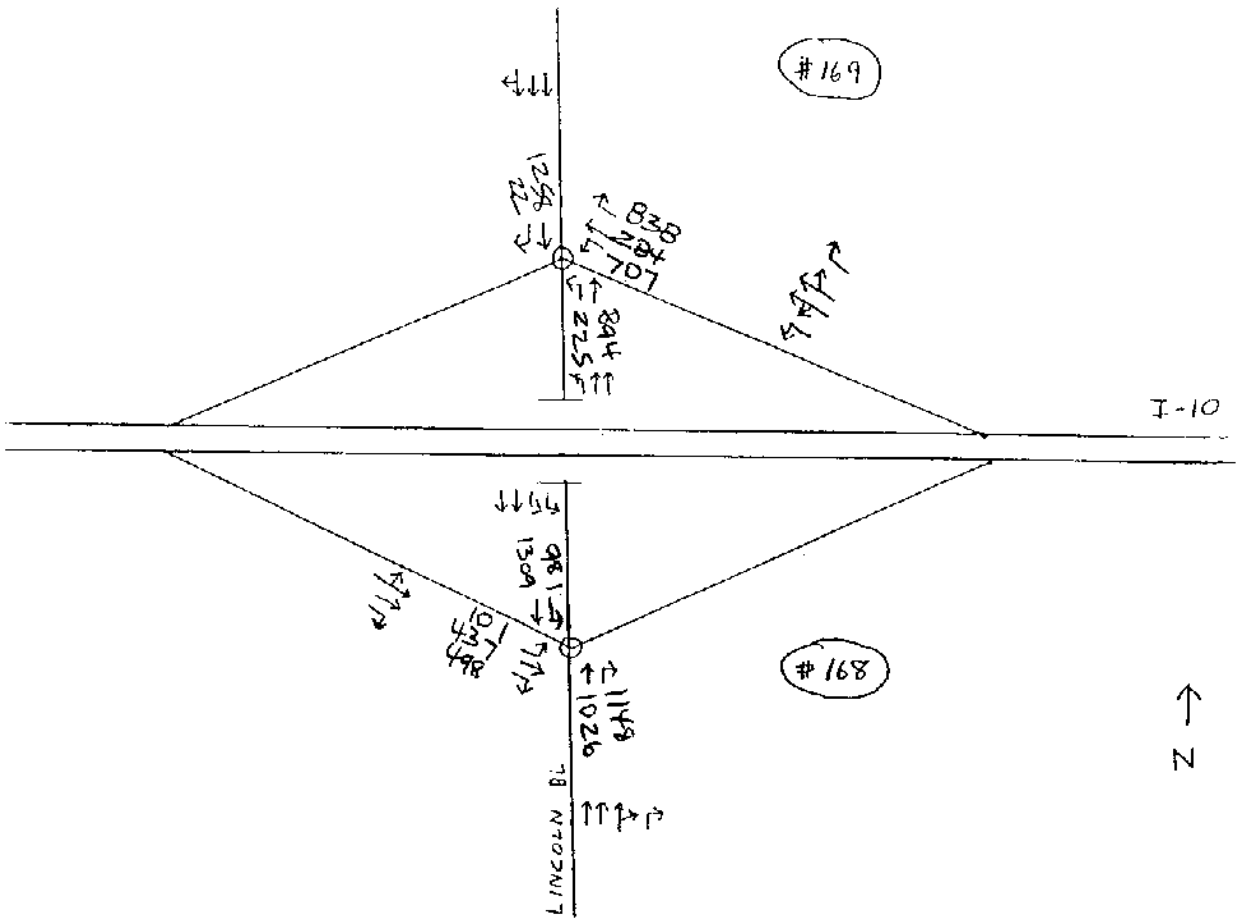
Intersection #167 Walgrove Av & Washington Bl [Existing AM Peak Hour]

****

Average Delay (sec/veh): 23.2 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	5	2	14	8	0	216	239	858	0	2	876	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	14	8	0	216	239	858	0	2	876	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	2	15	8	0	227	252	903	0	2	922	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	2	15	8	0	227	252	903	0	2	922	88
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1872	2421	452	1926	xxxx	505	1011	xxxx	xxxxx	903	xxxx	xxxxx
Potent Cap.:	45	33	561	41	xxxx	517	694	xxxx	xxxxx	761	xxxx	xxxxx
Move Cap.:	18	21	561	27	xxxx	517	694	xxxx	xxxxx	761	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	600	xxxxx	xxxx	428	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.2	xxxxx	xxxxx	23.2	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	A	*	*
ApproachDel:		11.2			23.2			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	



EXISTING
AM PEAK HOUR

#168

NB Critical = 225 OR $\frac{(1026-225+1148)}{3}$ = 649

SB Critical = 981 x 0.55 = 540 OR 1309/2 = 655

EB Critical = (101+437)/2 = 269 OR 498

WB Critical = ϕ

$$\frac{649+540+498+\phi}{1425} = \boxed{1.184 \text{ LOS F}}$$

#169

NB Critical = 225 OR 894/2 = 447

SB Critical = 981 x 0.55 = 540 OR (1258−540+22)/2 = 370

EB Critical = ϕ

WB Critical = (707+142)/2 = 425 OR (838+142)/2 = 490

$$\frac{225+540+\phi+490}{1425} = \boxed{0.881 \text{ LOS D}}$$

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BLVD W/E: VENICE BLVD I/S No.: 20880

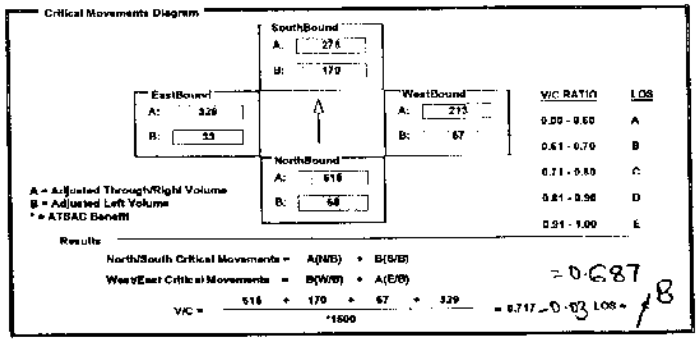
AM/PM: AM Comments: INT# 171

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	615	117	170	252	25	67	366	213	33	657	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	615	117	170	252	25	67	366	213	33	657	18
LANE	1	0	1	0	1	0	1	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (516 + 170 + 67 + 329) / *1500 = 0.717 - 0.03 = 0.687 LOS = B

Developed by Chan Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AVE I/S No: 20160

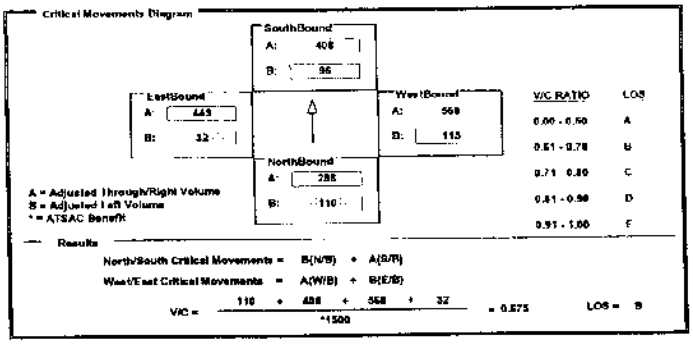
AM/PM: AM Comments: INT# 172

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	110	485	91	96	601	14	115	1135	148	32	885	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	485	91	96	601	14	115	1135	148	32	885	100
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (110 + 406 + 568 + 32) / *1500 = 0.575 LOS = B

Developed by Chan Wong, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HINDRY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: AM Comments: INT # 173

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	1387	1025	631	1570	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1387	1025	631	1570	0	0	0	0	0	0	0
LANE	0 0 2 0 1 0			1 0 2 0			0 0 0			0 0 0 0		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	<none>	<none>	<none>	<none>	<none>				

Critical Movements Diagram

SouthBound A: 785 B: 631

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1025 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 = +

V/C = (1025 + 631 + +) / *1500 = 1.034 LOS = F

Developed by Chen Wang, 1/96

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: AM Comments: INT# 174

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	224	1363	21	19	974	341	23	254	28	375	404	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	1363	21	19	974	341	23	254	28	375	404	169
LANE	1 0 2 0 1 0			1 0 3 0 0 1			1 0 0 0			2 0 1 0 0 1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	OLA	Perm	Auto	Prot-Fix	OLA				

Critical Movements Diagram

SouthBound A: 325 B: 19

EastBound A: 404 B: 206

WestBound A: 262 B: 23

NorthBound A: 461 B: 224

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 = (224 + 325 + 262 + 206) / *1375 = 0.684 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: CENTINELA AVE I/S No: 99350

AM/PM: AM Comments: INT# 175

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	308	1194	34	203	904	142	63	1010	284	127	578	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	308	1194	34	203	904	142	63	1010	284	127	578	225
LANE	1 0 1 0 1 0			1 0 1 0 1 0			1 0 1 0 1 0			1 0 2 0 0 1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 523 B: 203

EastBound A: 289 B: 127

WestBound A: 647 B: 63

NorthBound A: 514 B: 308

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 = (308 + 523 + 647 + 127) / 1375 = 1.167 LOS = F

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: AM Comments: INT# 176

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	82	53	168	47	0	33	0	1395	242	180	613	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	53	168	47	0	33	0	1395	242	180	613	0
LANE	2 0 2 0 0 2 0			1 0 0 0 1 1			0 0 2 0 1 0			1 0 0 0 0 0		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	<none>				

Critical Movements Diagram

SouthBound A: 0 B: 27

EastBound A: 204 B: 160

WestBound A: 946 B: 0

NorthBound A: 92 B: 45

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 = (92 + 27 + 946 + 180) / *1375 = 0.845 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR BLVD W/E: GRAND AVE I/S No: 99354

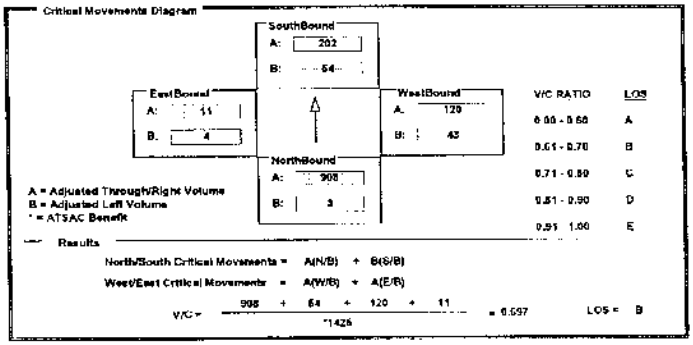
AM/PM: AM Comments: INT# 177

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	3	1657	159	54	397	7	80	5	120	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	1657	159	54	397	7	80	5	120	4	4	3
LANE	1	0	1	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (908 + 64 + 120 + 11) / *1425 = 0.697 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

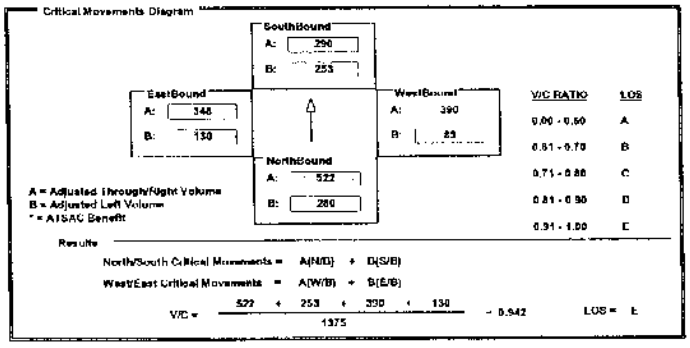
AM/PM: AM Comments: INT# 178

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	280	1565	92	253	814	55	83	675	104	130	653	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	280	1565	92	253	814	55	83	675	104	130	653	43
LANE	1	0	3	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (522 + 253 + 390 + 130) / 1375 = 0.942 LOS = E

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

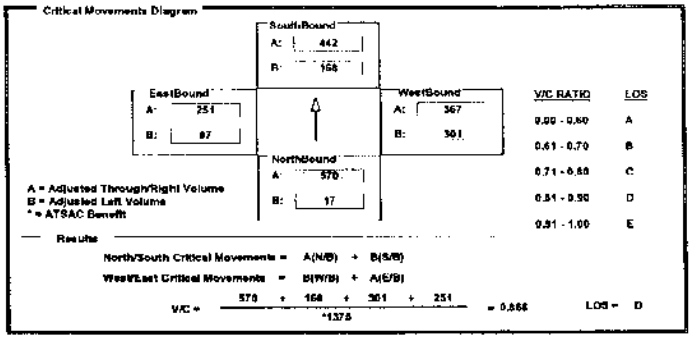
AM/PM: AM Comments: INT# 179

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	1139	557	306	749	135	547	732	2	97	740	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1139	557	306	749	135	547	732	2	97	740	12
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (570 + 168 + 301 + 251) / *1375 = 0.868 LOS = D

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

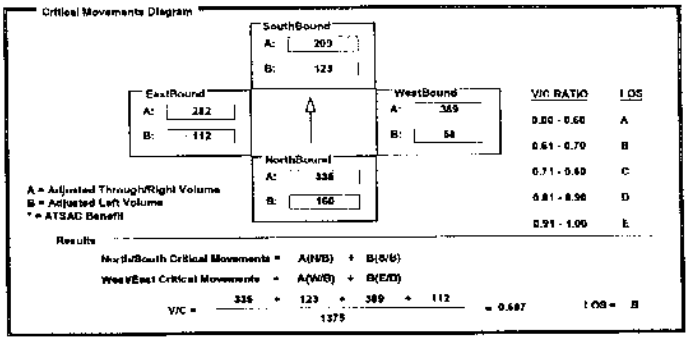
AM/PM: AM Comments: INT# 180

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	960	44	123	512	115	58	1009	158	112	719	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	960	44	123	512	115	58	1009	158	112	719	127
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (336 + 123 + 389 + 112) / 1375 = 0.687 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS | W/E: IMPERIAL HWY | I/S No: 99362

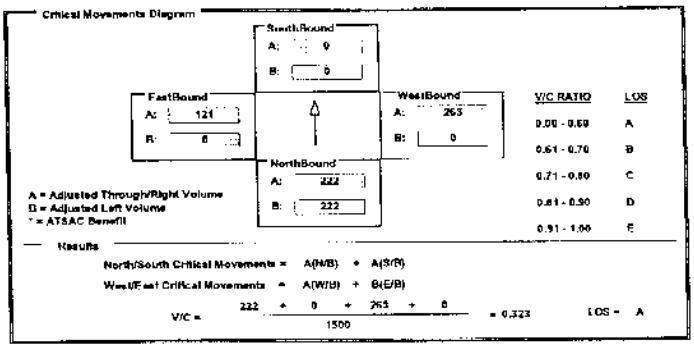
AM/PM: AM | Comments: INT# 181

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	51	0	0	0	0	755	297	0	362	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	0	51	0	0	0	0	755	297	0	362	78
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto																	

Critical Movements Diagram



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)

$$V/C = \frac{222 + 0 + 263 + 0}{1500} = 0.323 \qquad LOS = A$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 99364

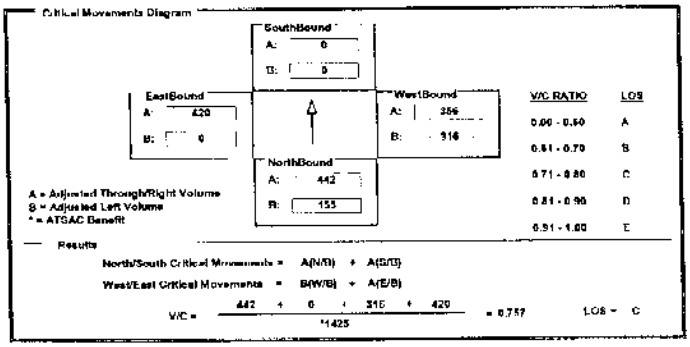
AM/PM: AM | Comments: INT# 182

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	278	0	600	0	0	0	316	712	1	0	839	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	278	0	600	0	0	0	316	712	1	0	839	132
LANE	2	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Flx	RTOR: <none>	Phasing: Perm	RTOR: Auto																	

Critical Movements Diagram



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)

$$V/C = \frac{442 + 0 + 316 + 420}{*1425} = 0.757 \qquad LOS = C$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NASH ST | W/E: IMPERIAL HWY/I 105 WB Ramps | I/S No: 19180

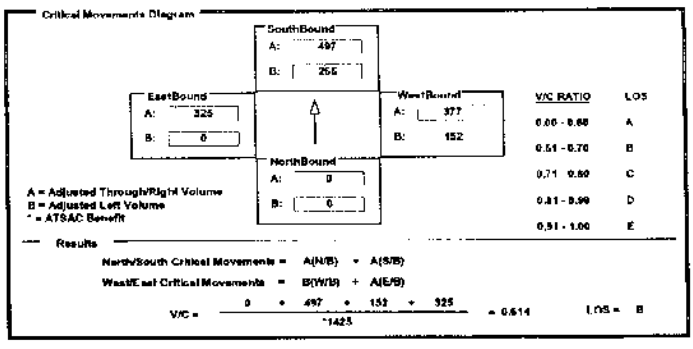
AM/PM: AM | Comments: INT# 183

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	266	971	520	277	1132	0	0	512	325
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	266	971	520	277	1132	0	0	512	325
LANE	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: Perm	RTOR: Auto																	

Critical Movements Diagram



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)

$$V/C = \frac{0 + 497 + 152 + 325}{*1425} = 0.614 \qquad LOS = B$$

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR BLVD | W/E: IMPERIAL HWY | I/S No: 19050

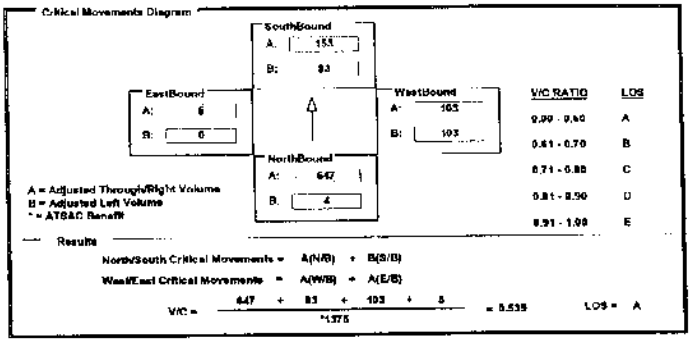
AM/PM: AM | Comments: INT# 184

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	1180	699	83	305	1	705	1	58	0	5	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1180	699	83	305	1	705	1	58	0	5	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto																	

Critical Movements Diagram



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)

$$V/C = \frac{647 + 83 + 103 + 5}{*1375} = 0.535 \qquad LOS = A$$

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 19260

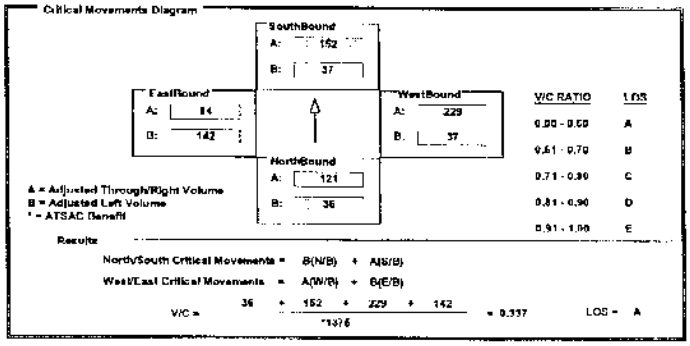
AM/PM: AM Comments: INT# 185

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	241	103	68	226	229	67	888	350	259	251	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	241	103	68	226	229	67	888	350	259	251	117
LANE	2	0	1	0	1	1	0	2	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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



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 = (36 + 152 + 229 + 142) / 1376 = 0.337 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: I-10 FWY EB OFF RAMP I/S No: 99372

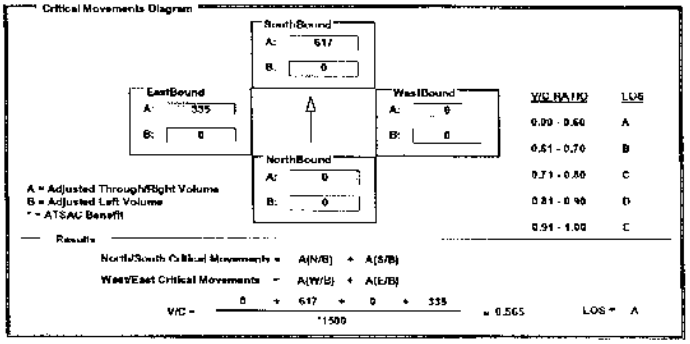
AM/PM: AM Comments: INT# 186

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	2087	0	0	1852	0	0	0	0	0	0	609
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2087	0	0	1852	0	0	0	0	0	0	609
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 617 + 0 + 335) / 1500 = 0.565 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: I-10 FWY WB OFF RAMP I/S No: 99374

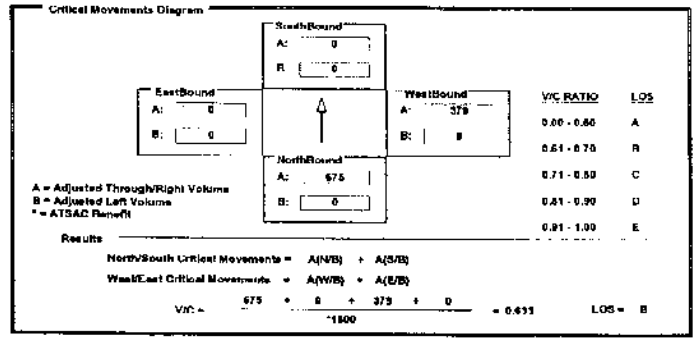
AM/PM: AM Comments: INT# 187

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	2025	0	0	1587	536	0	0	689	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2025	0	0	1587	536	0	0	689	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (675 + 0 + 379 + 0) / 1800 = 0.631 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: MANCHESTER BLVD I/S No: 99376

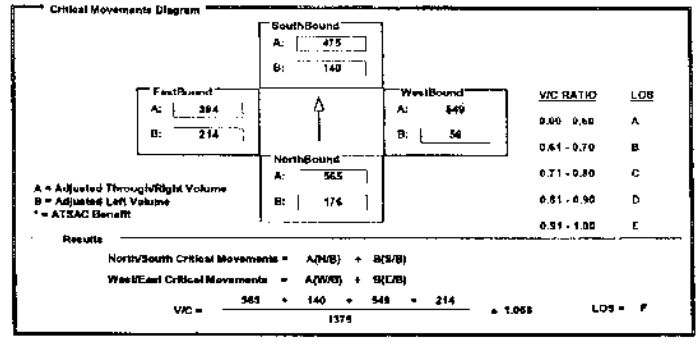
AM/PM: AM Comments: INT# 188

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	176	1102	26	140	950	167	56	1097	262	214	667	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1102	26	140	950	167	56	1097	262	214	667	121
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0	1	0	1	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



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 = (565 + 140 + 549 + 214) / 1378 = 1.068 LOS = F

Developed by Chun Wong, 1996

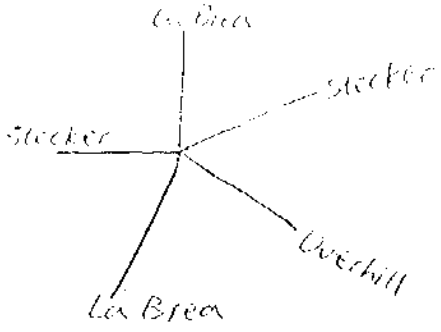
Intersection # 190

N/S STREET: La Brea Av / Overhill Dr

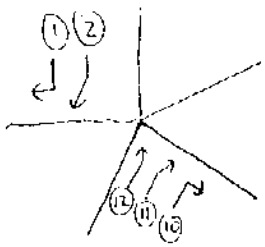
E/W STREET: Stocker St

Scenario: EXISTING

Peak Hour: AM PEAK HOUR



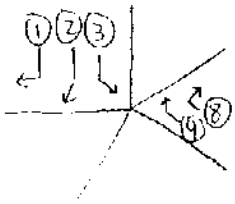
(1)



NB		VOL	LNS	
(12)	T	1338	3	(446)
(11)	R	230	2	119
(10)	R	7	0	

SB		VOL	LNS	
(2)	T	842	2	421
(1)	R	843	Free Flow	

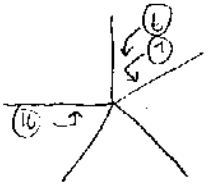
(2)



WB		VOL	LNS	
(9)	T	536	2	(268)
(8)	R	92	1	92

SB		VOL	LNS	
(3)	L	243	2	122
(7)	T	842	2	421 − 446 ⇒ ϕ
(1)	R	843	Free Flow	

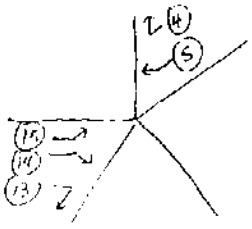
(3)



EB		VOL	LNS	
(11)	L	585	2	(293)

WB		VOL	LNS	
(7)		45	2	98
(6)		150		

(4)



EB		VOL	LNS	
(15)	T	483	2	279
(14)	R	57		
(13)	R	18		

WB		VOL	LNS	
(5)	T	560	2	(280)
(4)	R	33	1	33

CRITICAL MOVES: 446 + 268 + 293 + 280 = 1287

VOLUME / CAPACITY: 1287 / 1375 = 0.936 LOS E

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: SLAUSON AVE I/S No: 99378

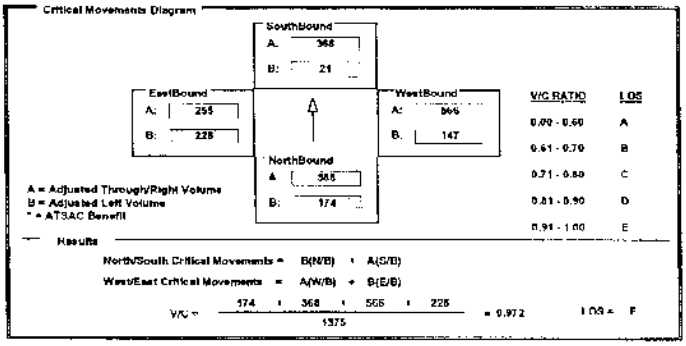
AM/PM: AM Comments: INT# 189

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	1090	73	21	735	261	147	1614	84	228	727	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1090	73	21	735	261	147	1614	84	228	727	39
LANE	1	0	2	0	1	0	1	0	2	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



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 = (174 + 368 + 565 + 225) / 1375 = 0.972 LOS = F

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 19280

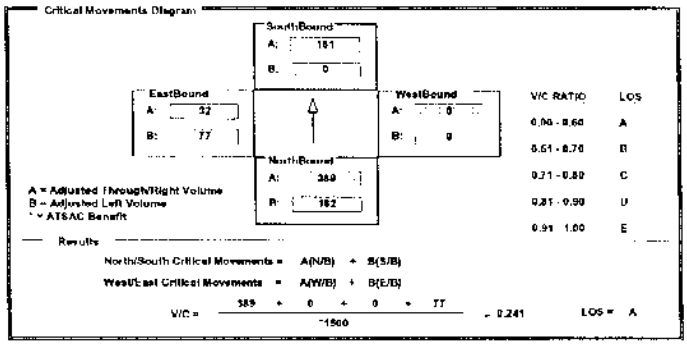
AM/PM: AM Comments: INT# 192

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	182	778	2	0	455	87	0	0	3	140	0	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	778	2	0	455	87	0	0	3	140	0	32
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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (389 + 0 + 0 + 77) / 1600 = 0.241 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB S/S CENTURY BLVD I/S No: 19310

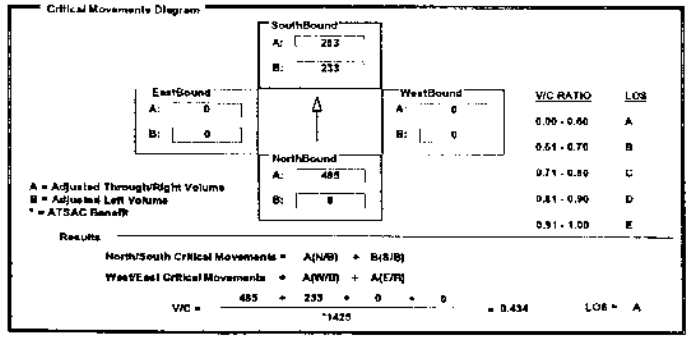
AM/PM: AM Comments: INT# 193

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	970	52	423	566	0	0	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	970	52	423	566	0	0	0	165	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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (485 + 233 + 0 + 0) / 1425 = 0.434 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 19270

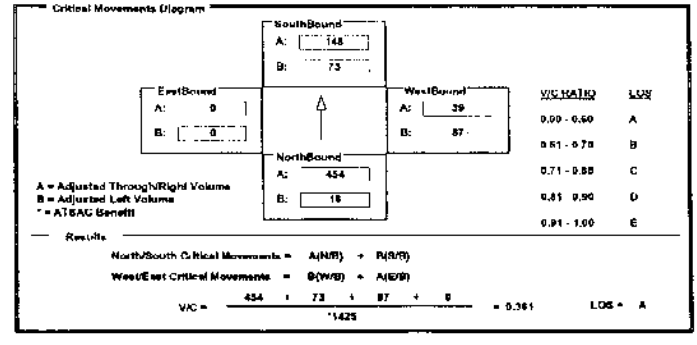
AM/PM: AM Comments: INT# 194

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	908	66	73	444	1	159	2	78	1	0	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	908	66	73	444	1	159	2	78	1	0	1
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (454 + 73 + 87 + 0) / 1425 = 0.361 LOS = A

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #191 La Cienega Bl & I-10 EB Off-Ramp [Existing AM Peak Hour]

****

Average Delay (sec/veh): 28.3 Worst Case Level Of Service: D

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	2361		0		0	1432		593		0		0		166	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	2361		0		0	1432		593		0		0		166	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	2485		0		0	1507		624		0		0		175	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	2485		0		0	1507		624		0		0		175	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		6.9	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		815	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		325	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		325	xxxx		xxxx		xxxxx
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		28.3	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		*	*		*		*		*		D	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR		RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					28.3					xxxxxx				
ApproachLOS:	*					*					D					*				

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 99390

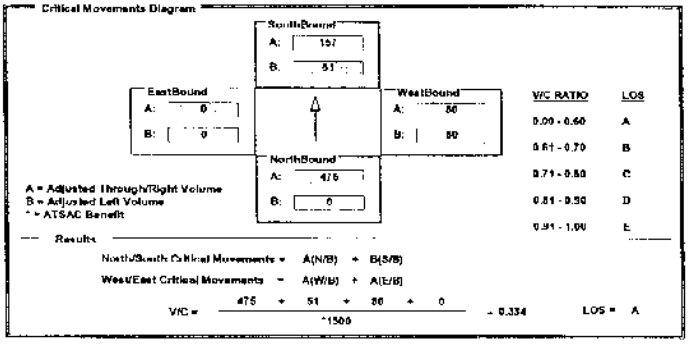
AM/PM: AM Comments: INT# 195

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	873	76	51	472	0	113	0	126	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	873	76	51	472	0	113	0	126	0	0	0
LANE	0	0	1	0	1	0	1	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram



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 = (475 + 51 + 86 + 0) / 1500 = 0.334 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER BLVD I/S No: 99392

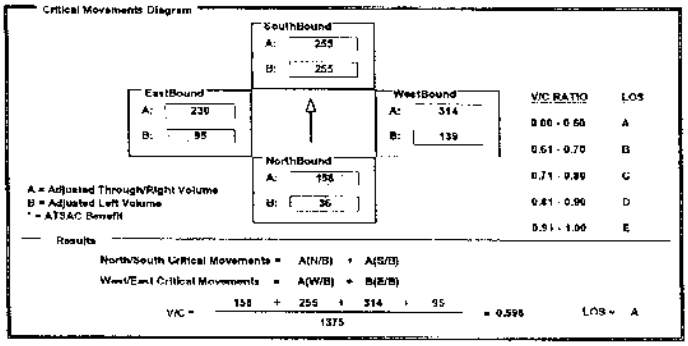
AM/PM: AM Comments: INT# 196

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	38	273	43	317	448	53	252	872	70	95	656	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	273	43	317	448	53	252	872	70	95	656	33
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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (158 + 255 + 314 + 95) / 1375 = 0.596 LOS = A

Developed by Chun Wang, 1994

2003AM

CalcaDB

March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: STOCKER ST I/S No: 99394

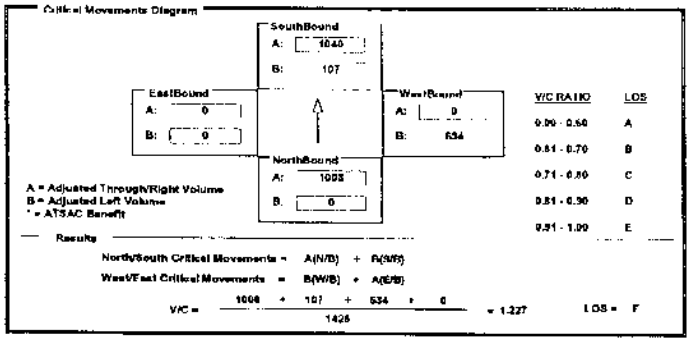
AM/PM: AM Comments: INT# 197

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	3024	766	107	2079	0	1152	0	186	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3024	766	107	2079	0	1152	0	186	0	0	0
LANE	0	0	3	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>

Critical Movements Diagram



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 = (1008 + 107 + 634 + 0) / 1425 = 1.327 LOS = F

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: VENICE BLVD I/S No: 99396

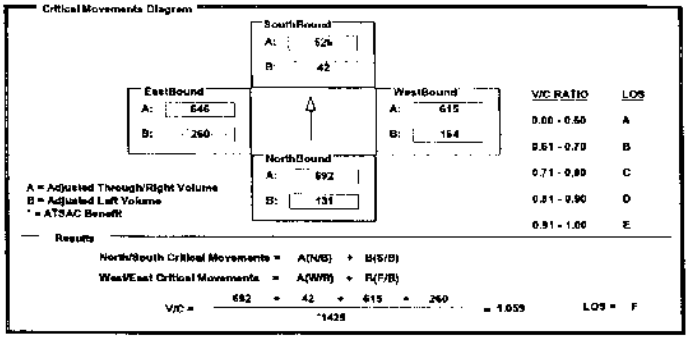
AM/PM: AM Comments: INT# 198

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	131	2034	43	42	1366	211	164	1845	19	472	1839	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	131	2034	43	42	1366	211	164	1845	19	472	1839	117
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram



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 = (692 + 42 + 615 + 260) / 1425 = 1.059 LOS = F

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: WASHINGTON BLVD I/S No: 99336

AM/PM: AM Comments: INT# 199

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	197	1739	22	123	1207	25	49	1343	340	59	585	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	1739	22	123	1207	25	49	1343	340	59	585	98
LANE	1	2	1	1	2	1	1	2	1	1	2	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 411 B: 125
EastBound A: 293 B: 59
WestBound A: 672 B: 49
NorthBound A: 587 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 = A(W/B) + B(E/B)

V/C = (587 + 125 + 672 + 59) / *1425 = 0.941 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 19790

AM/PM: AM Comments: INT# 200

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	120	1914	59	149	1542	51	139	425	176	11	332	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1914	59	149	1542	51	139	425	176	11	332	70
LANE	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 531 B: 149
EastBound A: 201 B: 11
WestBound A: 301 B: 139
NorthBound A: 658 B: 120

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 = (658 + 149 + 139 + 201) / *1500 = 0.695 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 19370

AM/PM: AM Comments: INT# 201

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	876	107	162	536	0	740	0	97	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	876	107	162	536	0	740	0	97	0	0	0
LANE	0	1	0	1	1	0	1	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 268 B: 162
EastBound A: 0 B: 0
WestBound A: 419 B: 419
NorthBound A: 438 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 = (438 + 162 + 419 + 0) / *1500 = 0.609 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BLVD I/S No: 99404

AM/PM: AM Comments: INT# 202

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	1254	0	114	0	0	0	0	1374	0	0	672	272
AMBIENT												
RELATED												
PROJECT												
TOTAL	1254	0	114	0	0	0	0	1374	0	0	672	272
LANE	2	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 238 B: 0
WestBound A: 458 B: 0
NorthBound A: 114 B: 690

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 = (690 + 0 + 458 + 0) / 1500 = 0.765 LOS = C

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: I-105 OFF RAMP I/S No: 99406

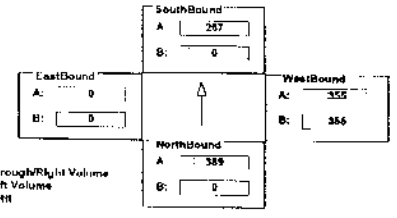
AM/PM: AM Comments: INT# 203

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	1165	0	0	1056	0	395	0	671	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1165	0	0	1056	0	395	0	671	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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	F

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

Results

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

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

V/C = (389 + 0 + 355 + 0) / 1500 = 0.496 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 99408

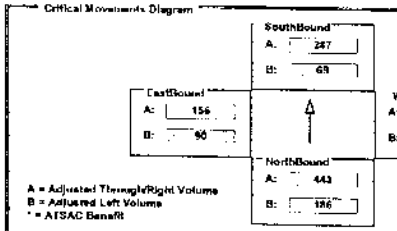
AM/PM: AM Comments: INT# 204

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	1330	52	69	793	67	98	200	110	90	204	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	1330	52	69	793	67	98	200	110	90	204	108
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (443 + 69 + 200 + 90) / 1425 = 0.563 LOS = A

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AVE W/E: LENNOX BLVD I/S No: 99410

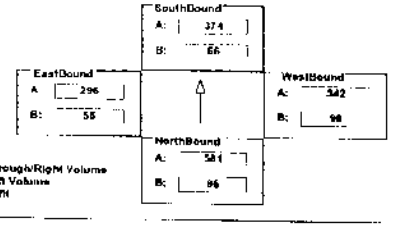
AM/PM: AM Comments: INT# 205

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	98	454	127	66	332	42	98	279	63	56	199	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	454	127	66	332	42	98	279	63	56	199	97
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	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



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

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

Results

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

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

V/C = (561 + 66 + 342 + 58) / 1500 = 0.687 LOS = B

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

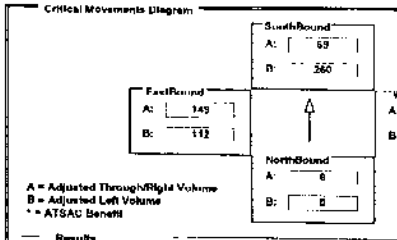
AM/PM: AM Comments: INT# 206

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	473	0	125	0	809	875	112	448	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	473	0	125	0	809	875	112	448	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 360 + 405 + 112) / 1425 = 0.546 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

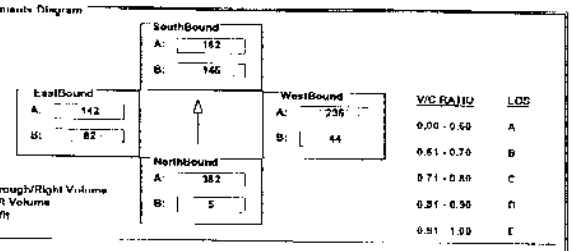
AM/PM: AM Comments: INT# 207

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	5	327	55	146	113	69	44	107	129	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	327	55	146	113	69	44	107	129	82	140	2
LANE	1 0 0	0 1 0		1 0 0	0 1 0		1 0 0	0 1 0		1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (382 + 146 + 236 + 82) / 1500 = 0.564 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA AV I/S No: 99416

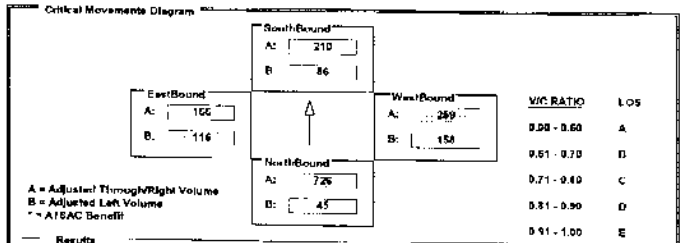
AM/PM: AM Comments: INT# 208

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	45	2177	163	157	606	25	158	280	302	116	277	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	2177	163	157	606	25	158	280	302	116	277	54
LANE	1 0 3	0 1 0		2 0 2	0 1 0		1 0 2	0 1 0		1 0 1	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



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 = (775 + 86 + 259 + 116) / 1375 = 0.863 LOS = D

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: VENICE BLVD I/S No: 99418

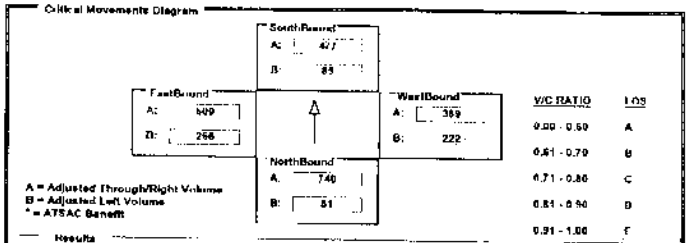
AM/PM: AM Comments: INT# 209

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	61	1344	136	85	883	70	222	1026	140	266	1801	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	1344	136	85	883	70	222	1026	140	266	1801	132
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 2	0 1 0		1 0 3	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

V/C = (740 + 85 + 222 + 609) / 1375 = 1.128 LOS = F

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March 3, 2003 ,Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

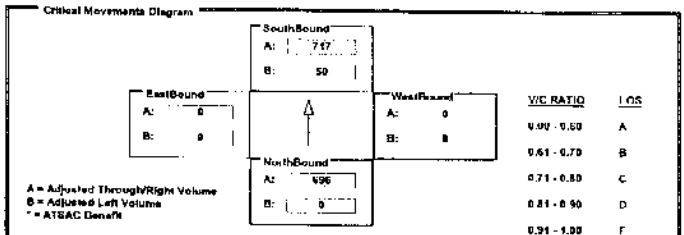
AM/PM: AM Comments: INT# 210

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	610	696	50	1433	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	610	696	50	1433	0	0	0	0	0	0	0
LANE	0 0 2	0 1 0		1 0 2	0 0 0		0 0 0	0 0 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

West/East Critical Movements =

V/C = 696 + 50 + 1 / 1500 = 0.497 LOS = A

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2003AM

CalcaDB

March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON HI | W/E: I-10 WB OFF RAMP/APPLE ST | IS No: 99422

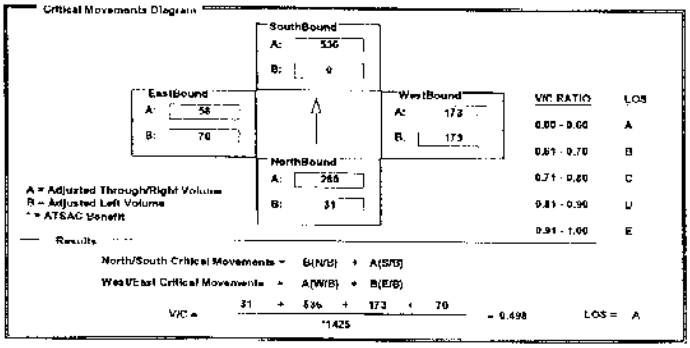
AM/PM: AM | Comments: INT# 211

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	560	0	0	1071	526	208	121	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	560	0	0	1071	526	208	121	16	128	0	58
LANE	1	0	2	0	0	0	0	0	2	0	1	0	1	0	1	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{31 + 536 + 173 + 70}{*1425} = 0.498 \qquad LOS = A$$

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2003AM

CalcaDB

March 3, 2003, Monday 03:12:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: PALM ST | IS No: 99424

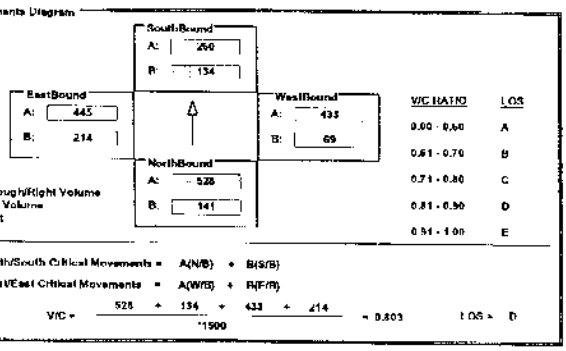
AM/PM: AM | Comments: INT# 212

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	1056	131	134	418	101	69	599	167	214	857	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1056	131	134	418	101	69	599	167	214	857	33
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	0	1	0	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



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)

$$V/C = \frac{528 + 134 + 433 + 214}{*1500} = 0.803 \qquad LOS = D$$

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITONS

PM PEAK HOUR

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 20110

AM/PM: PM Comments: INT# 1

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	690	114	150	456	88	136	380	66	105	403	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	690	114	150	456	86	136	380	66	105	403	86
LANE	1	0	1	0	1	0	1	0	3	0	0	1	0	1	0	1	0	2	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: 152 B: 150

EastBound A: 202 B: 105

WestBound A: 225 B: 136

NorthBound A: 402 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 = (402 + 150 + 136 + 202) / *1600 = 0.523 LOS = A

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2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 19430

AM/PM: PM Comments: INT# 2

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	63	216	536	37	215	117	907	520	297	845	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	63	216	536	37	215	117	907	520	297	845	5
LANE	1	0	2	0	1	0	2	1	0	0	1	0	1	0	4	0	1	0	2	0	4	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: 133 B: 198

EastBound A: 711 B: 168

WestBound A: 421 B: 117

NorthBound A: 157 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 = A(W/B) + B(E/B)

V/C = (157 + 198 + 421 + 168) / *1375 = 0.613 LOS = B

Developed by Chun Wang, 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 20070

AM/PM: PM Comments: INT# 3

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	47	147	678	71	128	24	485	684	28	34	693	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	147	678	71	128	24	485	684	28	34	693	19
LANE	0	1	0	0	1	0	0	1	0	0	1	0	0	2	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: 150 B: 71

EastBound A: 237 B: 34

WestBound A: 355 B: 267

NorthBound A: 194 B: 47

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 = (194 + 71 + 267 + 237) / *1375 = 0.469 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: PM Comments: INT# 4

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	222	694	112	58	411	90	85	357	63	119	798	371
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	694	112	58	411	90	85	357	63	119	798	371
LANE	1	0	2	0	0	1	0	1	0	1	0	1	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: 251 B: 58

EastBound A: 581 B: 119

WestBound A: 210 B: 85

NorthBound A: 347 B: 222

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 = (222 + 251 + 85 + 581) / *1600 = 0.559 LOS = B

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 94001

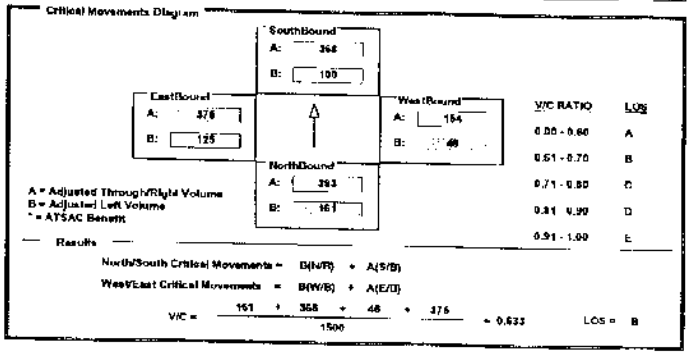
AM/PM: PM Comments: INT# 5

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	598	187	100	624	112	46	308	71	125	497	253
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	598	187	100	624	112	46	308	71	125	497	253
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	2	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



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 = (151 + 358 + 46 + 376) / 1500 = 0.633 LOS = B

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 19390

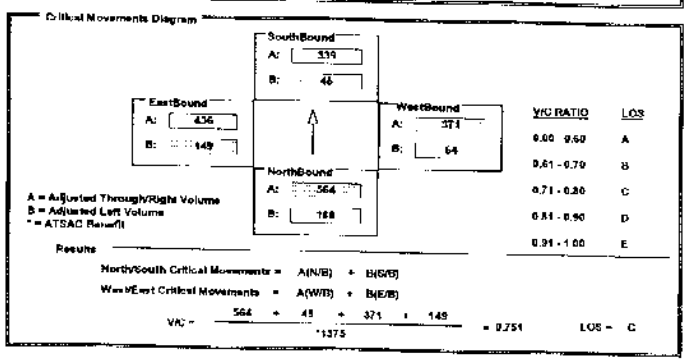
AM/PM: PM Comments: INT# 6

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	342	1023	105	82	678	80	84	1280	202	149	1512	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	342	1023	105	82	678	80	84	1280	202	149	1512	232
LANE	2	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



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 = (564 + 46 + 371 + 149) / 1375 = 0.751 LOS = C

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 19200

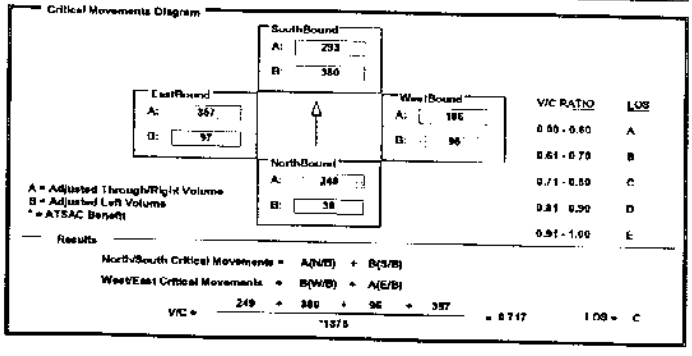
AM/PM: PM Comments: INT# 7

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	69	498	320	690	585	102	174	558	397	177	892	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	498	320	690	585	102	174	558	397	177	892	180
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (249 + 380 + 96 + 357) / 1375 = 0.717 LOS = C

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER BLVD I/S No: 94000

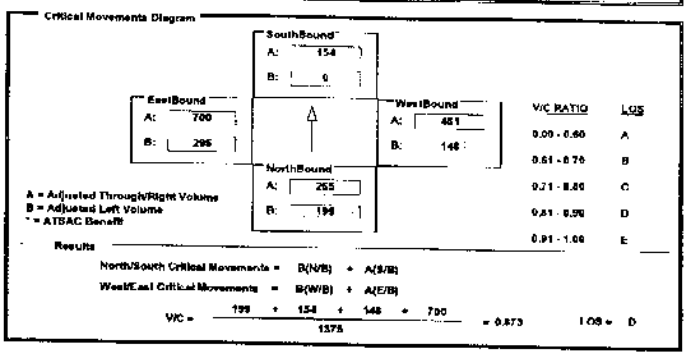
AM/PM: PM Comments: INT# 8

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	392	137	0	307	291	148	961	12	295	1400	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	392	137	0	307	291	148	961	12	295	1400	101
LANE	1	0	1	1	0	0	0	0	2	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (199 + 154 + 148 + 700) / 1375 = 0.873 LOS = D

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AVE I/S No: 99278

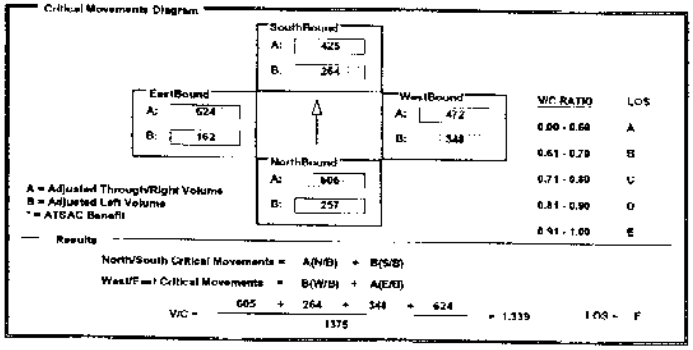
AM/PM: PM Comments: INT# 9

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	647	605	264	851	425	633	1329	87	295	1703	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	647	605	264	851	425	633	1329	87	295	1703	170
LANE	1	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	1	0	0	2	0	2	0	1	0	0
Phasing			Prot-Var			Auto			Prot-Var			Auto			Prot-Var			Auto			Prot-Var			Auto
RTOR																								
SIGNAL																								

Critical Movements Diagram



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 = (605 + 264 + 348 + 624) / 1375 = 1.339 LOS = F

Developed by Chun Wong 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALLWAY I/S No: 20449

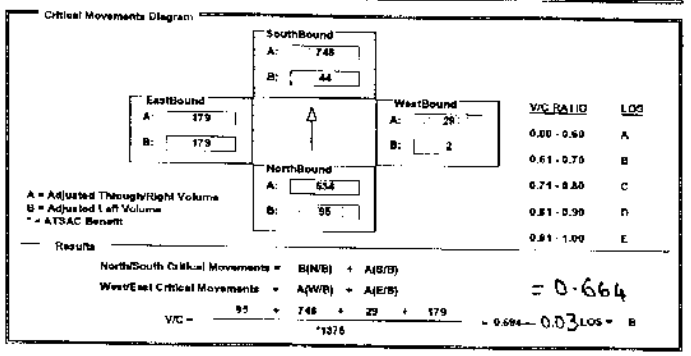
AM/PM: PM Comments: INT# 10

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	93	1889	13	44	1872	372	2	2	27	357	1	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	1889	13	44	1872	372	2	2	27	357	1	51
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0
Phasing			Prot-Var			Auto			Prot-Var			Auto			Split			Auto			Split			Auto
RTOR																								
SIGNAL																								

Critical Movements Diagram



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 = (95 + 748 + 29 + 179) / 1376 = 0.664 = 0.694 - 0.03 LOS = B

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: CULVER BLVD I/S No: 20470

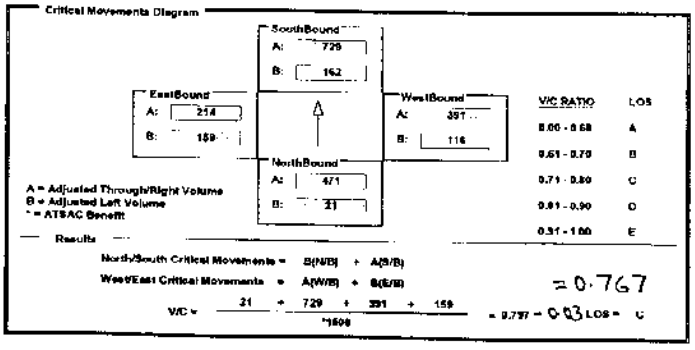
AM/PM: PM Comments: INT# 11

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	942	95	182	1250	207	116	622	160	159	398	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	942	95	182	1250	207	116	622	160	159	398	29
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
Phasing			Perm			Auto			Perm			Auto			Perm			Auto			Perm			Auto
RTOR																								
SIGNAL																								

Critical Movements Diagram



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 = (21 + 729 + 391 + 159) / 1500 = 0.767 = 0.797 - 0.03 LOS = C

Developed by Chun Wong 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: JEFFERSON BLVD I/S No: 20513

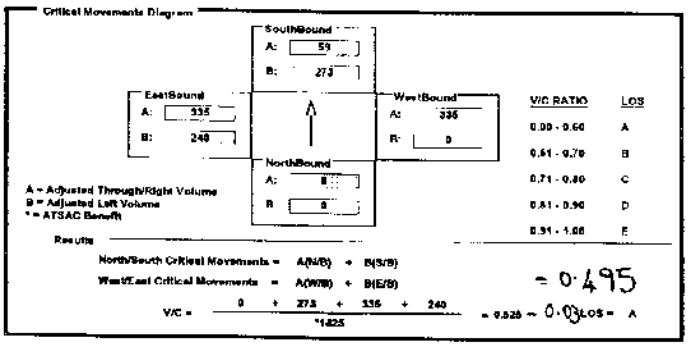
AM/PM: PM Comments: INT# 12

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	497	0	299	0	670	374	436	1004	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	497	0	299	0	670	374	436	1004	1
LANE	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	2	0	1	0	2	0	3	0	0	0	0
Phasing			<none>			<none>			Split			OLA			Perm			OLA			Prot-Fix			<none>
RTOR																								
SIGNAL																								

Critical Movements Diagram



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 = (0 + 273 + 335 + 240) / 1425 = 0.495 = 0.525 - 0.03 LOS = A

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AVE I/S No: 19920

AM/PM: PM Comments: INT # 13

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	2136	115	254	2189	10	180	892	154	0	1098	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	2136	115	254	2189	10	180	892	154	0	1098	182
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	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: 733 B: 254

EastBound A: 427 B: 0

WestBound A: 446 B: 180

NorthBound A: 758 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 = (758 + 254 + 180 + 427) / *1375 = 1.102 LOS = F

Developed by Chun Wong, 12/94

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: CENTINELA AVE I/S No: 19970

AM/PM: PM Comments: INT # 14

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	175	1150	258	59	1087	172	188	726	12	183	856	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	1150	258	59	1087	172	188	726	12	183	856	73
LANE	2 0 2	0 1 0		1 0 2	0 1 0		1 0 1	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: 420 B: 59

EastBound A: 310 B: 183

WestBound A: 369 B: 188

NorthBound A: 483 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 = (483 + 59 + 369 + 183) / *1375 = 0.725 LOS = C

Developed by Chun Wong, 12/94

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AVE I/S No: 93001

AM/PM: PM Comments: INT # 15

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	481	1303	249	171	1283	143	393	433	150	142	655	745
AMBIENT												
RELATED												
PROJECT												
TOTAL	481	1303	249	171	1283	143	393	433	150	142	655	745
LANE	2 0 3	0 0 1	0	2 0 3	0 0 1	0	2 0 1	0 1 0		1 0 3	0 0 2	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 428 B: 94

EastBound A: 218 B: 142

WestBound A: 252 B: 216

NorthBound A: 434 B: 266

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 = (266 + 428 + 216 + 216) / *1375 = 0.750 LOS = C

Developed by Chun Wong, 12/94

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: WASHINGTON BLVD I/S No: 99145

AM/PM: PM Comments: INT # 16

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	125	1184	74	96	1324	93	157	735	144	117	792	186
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	1184	74	96	1324	93	157	735	144	117	792	186
LANE	1 0 1	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: 709 B: 96

EastBound A: 469 B: 117

WestBound A: 440 B: 157

NorthBound A: 629 B: 125

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 = (125 + 709 + 157 + 469) / *1500 = 0.817 + 0.03 LOS = D

=0.887

ATCS

Developed by Chun Wong, 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 19680

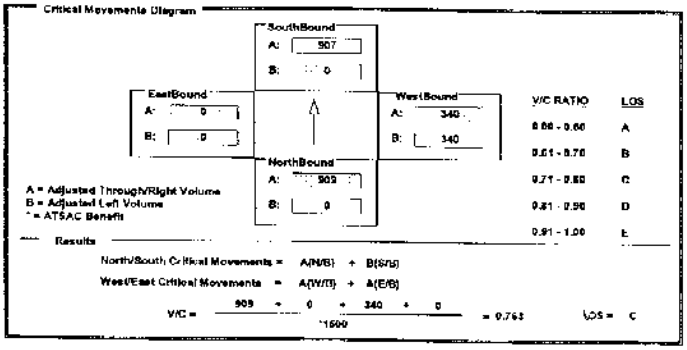
AM/PM: PM Comments: INT# 17

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	3635	14	0	3620	254	658	21	304	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3635	14	0	3620	254	658	21	304	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
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (909 + 0 + 340 + 0) / 1500 = 0.763 LOS = C

Developed by Chun Wong, 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 19917

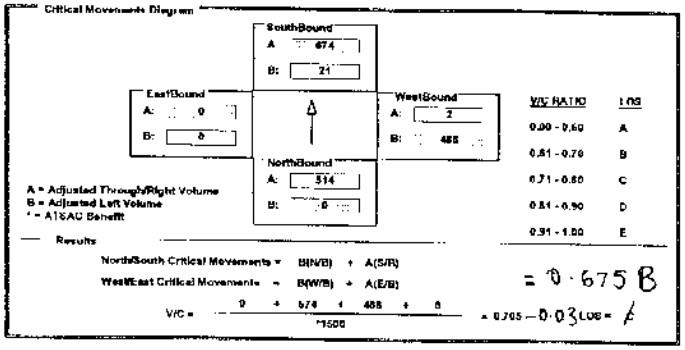
AM/PM: PM Comments: INT# 18

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	1027	178	21	1221	0	888	0	2	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1027	178	21	1221	0	888	0	2	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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 674 + 488 + 0) / 1500 = 0.705 - 0.03 LOS = B

= 0.675 B

Developed by Chun Wong, 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: MARINA EXWY EB RAMPS I/S No: 20390

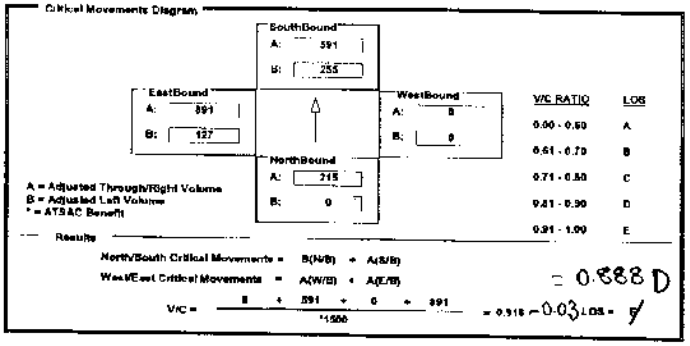
AM/PM: PM Comments: INT# 19

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	429	173	255	1181	0	0	0	0	127	1717	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	429	173	255	1181	0	0	0	0	127	1717	65
LANE	0 0 1 0		1 1 0	1 0 2 0		0 0 0	0 0 0 0		0	1 0 1 0		0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (8 + 891 + 0 + 891) / 1500 = 0.918 - 0.03 LOS = E

= 0.888 D

Developed by Chun Wong, 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: MARINA EXWY WB OFF-RAMP I/S No: 20400

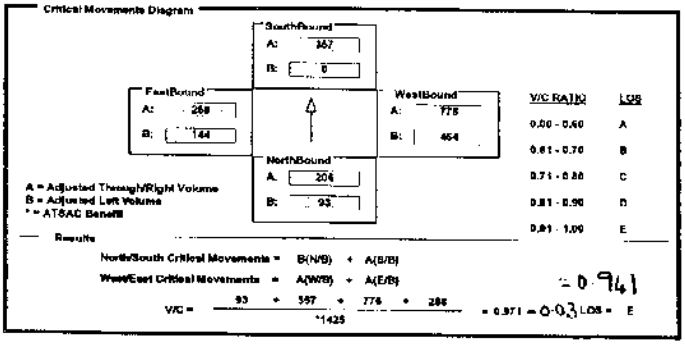
AM/PM: PM Comments: INT# 20

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	93	411	0	0	713	220	464	1516	34	144	0	258
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	411	0	0	713	220	464	1516	34	144	0	258
LANE	1 0 2 0		0 0 0	0 0 2 0		0 1 0	1 0 1 0		1 0	1 0 0 0		0 1
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (93 + 357 + 776 + 288) / 1425 = 0.971 - 0.03 LOS = E

= 0.941

Developed by Chun Wong, 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: WASHINGTON BLVD I/S No: 99226

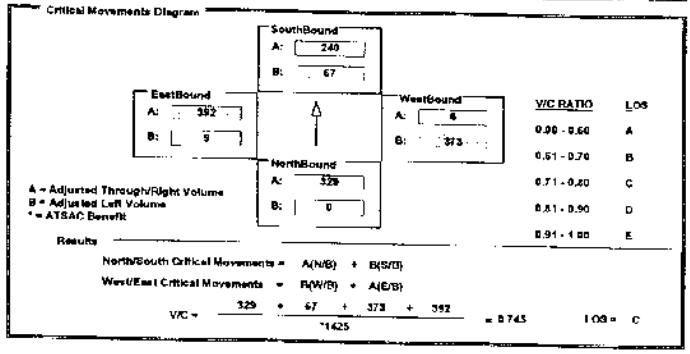
AM/PM: PM Comments: INT# 21

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	658	871	67	479	0	679	0	6	9	220	163
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	658	871	67	479	0	679	0	6	9	220	163
LANE	0	0	2	0	0	2	1	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (329 + 67 + 373 + 392) / 1425 = 0.745 LOS = C

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 20380

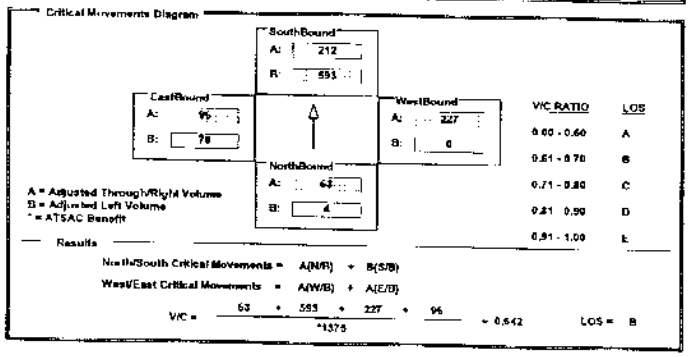
AM/PM: PM Comments: INT# 22

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	110	11	1078	145	67	1	12	442	70	19	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	110	11	1078	145	67	1	12	442	70	19	7
LANE	0	1	0	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (63 + 593 + 227 + 99) / 1375 = 0.842 LOS = B

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 99322

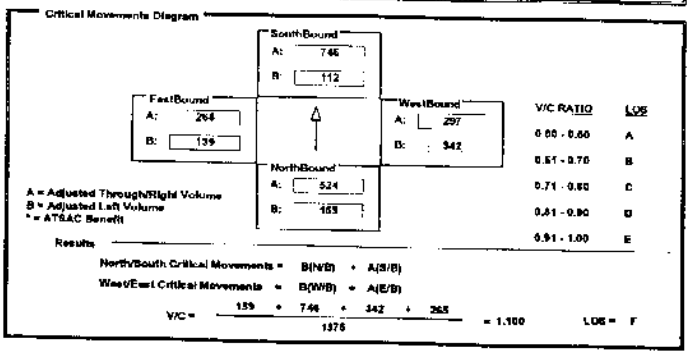
AM/PM: PM Comments: INT# 23

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	1944	150	203	2982	47	622	297	245	139	459	344
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	1944	150	203	2982	47	622	297	245	139	459	344
LANE	2	0	3	0	1	0	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	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



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 = (159 + 746 + 342 + 265) / 1375 = 1.100 LOS = F

Developed by Chan Wang, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WAY I/S No: 20447

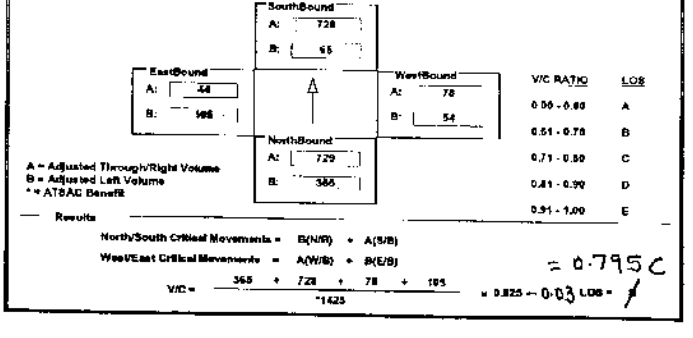
AM/PM: PM Comments: INT# 24

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	664	2119	67	65	2050	134	54	43	35	105	44	845
AMBIENT												
RELATED												
PROJECT												
TOTAL	664	2119	67	65	2050	134	54	43	35	105	44	845
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	0	0	1	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



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 = (385 + 728 + 78 + 105) / 1425 = 0.825 → 0.795C LOS = C

Developed by Chan Wang, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AVE I/S No: 99324

AM/PM: PM Comments: INT# 25

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	349	92	535	909	46	157	87	264	31	53	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	349	92	535	909	46	157	87	264	31	53	10
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	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: 955 B: 535
EastBound A: 94 B: 31
WestBound A: 87 B: 157
NorthBound A: 221 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 = B(N/B) + A(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

V/C = (14 + 955 + 157 + 94) / 1375 = 0.887 LOS = D

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 19865

AM/PM: PM Comments: INT# 26

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	1927	657	553	2247	0	695	0	105	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1927	657	553	2247	0	695	0	105	0	0	0
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 745 B: 304
EastBound A: 0 B: 0
WestBound A: 0 B: 287
NorthBound A: 642 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 = (642 + 304 + 287 + 0) / 1425 = 0.774 LOS = C

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: PM Comments: INT# 27

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	0	13	591	0	181	1	479	648	96	304	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	0	13	591	0	181	1	479	648	96	304	4
LANE	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	2	0	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 296 B: 296
EastBound A: 154 B: 53
WestBound A: 353 B: 1
NorthBound A: 17 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) + A(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (17 + 296 + 353 + 53) / *1375 = 0.453 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 91002

AM/PM: PM Comments: INT# 28

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	191	1925	1049	312	2737	30	204	287	386	177	213	163
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	1925	1049	312	2737	30	204	287	386	177	213	163
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0	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: 692 B: 172
EastBound A: 71 B: 97
WestBound A: 300 B: 112
NorthBound A: 993 B: 191

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 = (993 + 172 + 300 + 97) / *1375 = 1.066 LOS = F

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BLVD W/E: WASHINGTON BLVD I/S No: 99234

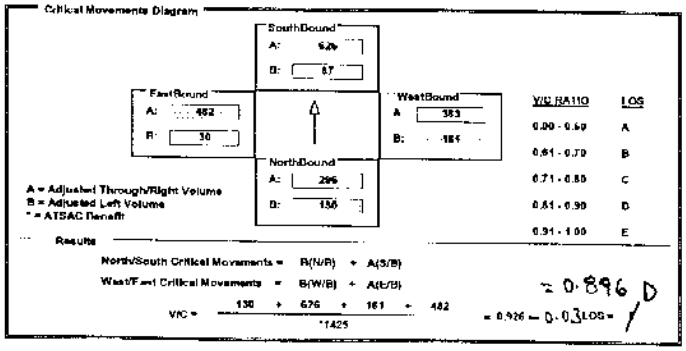
AM/PM: PM Comments: INT# 29

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	130	296	90	87	626	51	181	765	44	30	709	254
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	296	90	87	626	51	181	765	44	30	709	254
LANE	1 0 1 0	0 1 0		1 0 1 0	0 1 0		1 0 2 0	0 1 0		1 0 1 0	1 0 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (130 + 626 + 181 + 482) / 1425 = 0.926 - 0.03 LOS = D = 0.896

Developed by Chan Wong 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: JEFFERSON BLVD I/S No: 19870

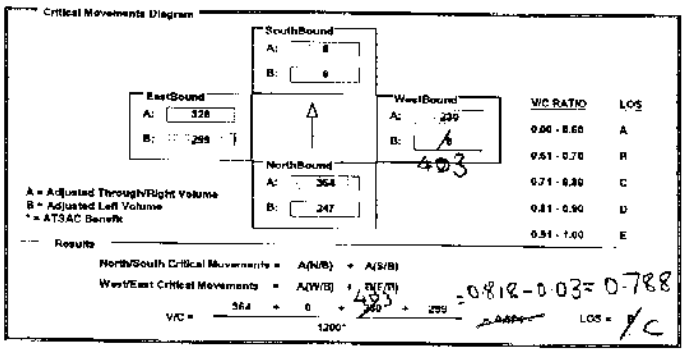
AM/PM: PM Comments: INT# 30

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	247	27	337	0	0	0	403	459	193	299	984	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	27	337	0	0	0	403	459	193	299	984	0
LANE	1 0 1 0	0		0 0 0	0 0 0		0 0 2 0	1 0		1 0 3 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (364 + 0 + 403 + 299) / 1200* = 0.818 - 0.03 = 0.788 LOS = C

Developed by Chan Wong, 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY SB RAMPS W/E: JEFFERSON BLVD I/S No: 19890

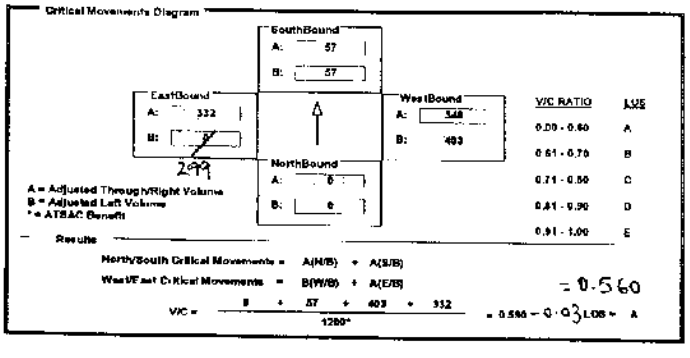
AM/PM: PM Comments: INT# 31

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	0	0	0	75	0	97	403	696	0	299	830	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	75	0	97	403	696	0	299	830	167
LANE	0 0 0 0	0 0 0		1 0 1 0	1 0		1 0 2 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



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 = (0 + 57 + 403 + 332) / 1280* = 0.586 - 0.03 LOS = A = 0.560

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: JEFFERSON BLVD I/S No: 99152

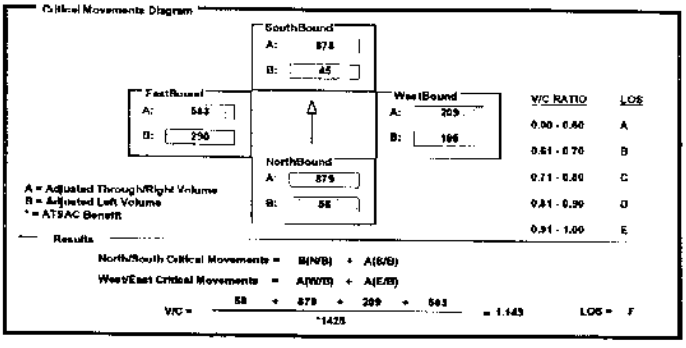
AM/PM: PM Comments: INT# 32

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	58	2387	251	45	2834	280	354	418	120	527	849	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2387	251	45	2834	280	354	418	120	527	849	317
LANE	1 0 2 0	1 0		1 0 3 0	0 1 0		2 0 2 0	0 1 0		2 0 1 0	1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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

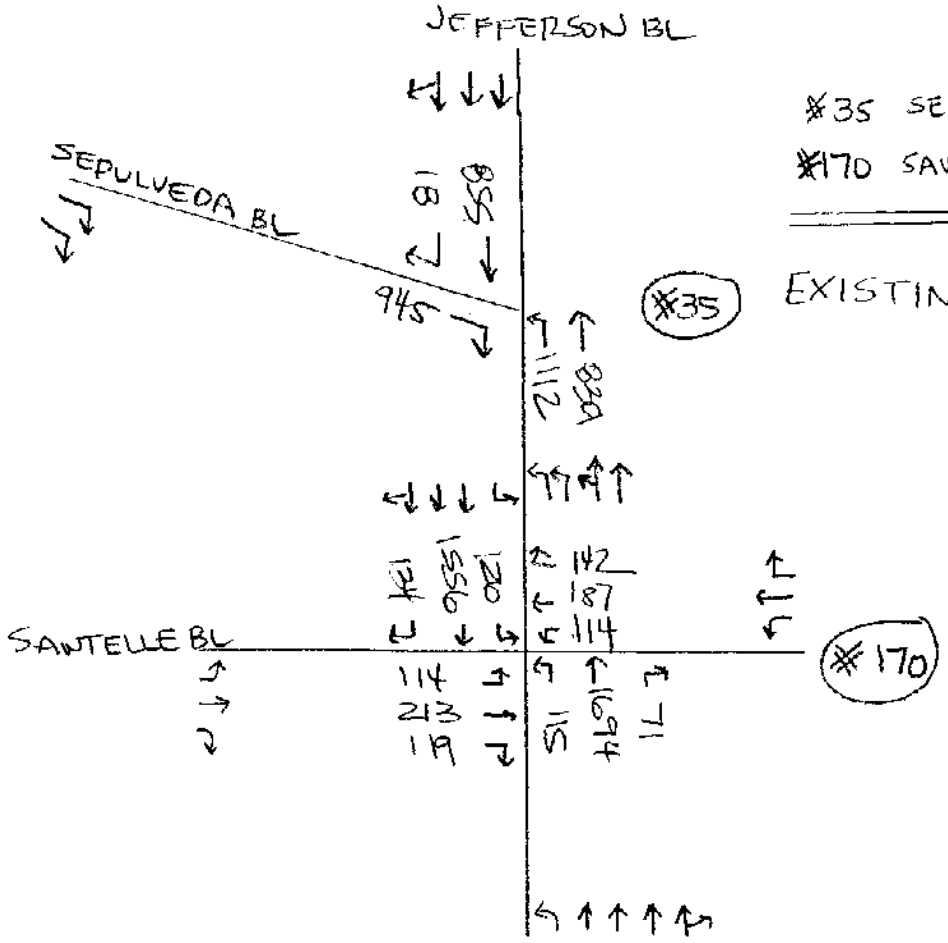
Results

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

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

V/C = (58 + 879 + 209 + 583) / 1425 = 1.143 LOS = F

Developed by Chan Wong 12/94



#35 SEPULVEDA BL / JEFFERSON BL

#170 SANTELLE BL / JEFFERSON BL

EXISTING PM PEAK HOUR

① $945/2 = 473$ OR $1112/3 = 371$ OR (115) OR $(1694+71)/4 = 441$

② $945/2 = 473$ OR $1112/3 = 371$ OR $(1556+134)/3 = 563$ OR 441

-115

(358)

③ $(858+18)/3 =$ (291) OR 563 OR 441

④ 371 OR (126) OR 563

⑤ 371 OR $(213+114) =$ (327) OR $(114+187) = 301$

CRITICAL VOLUMES = $115+358+291+126+327 = 1217$

$V/C = (1217/1375) - 0.07$ ATSAC = **0.815 LOS D**

2003PM

CalcaDB

March 3, 2003 ,Monday 05:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 10915

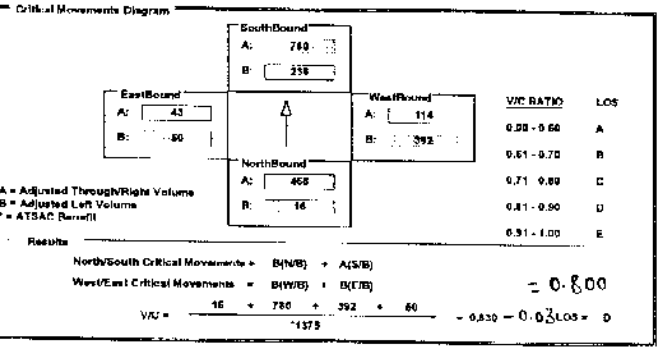
AM/PM: PM Comments: INT# 33

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	1870	360	432	1942	805	712	228	313	50	96	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	1870	360	432	1942	805	712	228	313	50	96	33
LANE	1 0	4 0	1 0	2 0	3 0	1 0	2 0	2 0	2 0	1 0	2 0	1 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram



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) + B(E/B)

$$V/C = \frac{16 + 780 + 392 + 50}{1375} = 0.830 = 0.83 \quad LOS = D$$

Developed by Chun Wong 1/94

2003PM

CalcaDB

March 3, 2003 ,Monday 05:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: OVERLAND AVE I/S No: 99238

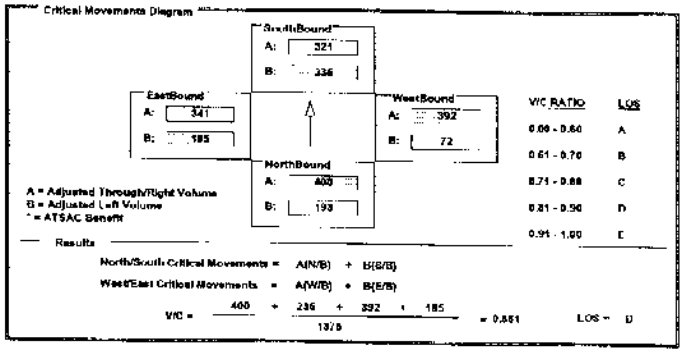
AM/PM: PM Comments: INT# 34

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	351	740	59	427	642	157	72	602	509	185	681	312
AMBIENT												
RELATED												
PROJECT												
TOTAL	351	740	59	427	642	157	72	602	509	185	681	312
LANE	2 0	1 0	1 0	2 0	2 0	1 0	1 0	2 0	1 0	1 0	2 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



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)

$$V/C = \frac{400 + 236 + 392 + 185}{1375} = 0.851 \quad LOS = D$$

Developed by Chun Wong 1/94

2003PM

CalcaDB

March 3, 2003 ,Monday 05:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 10940

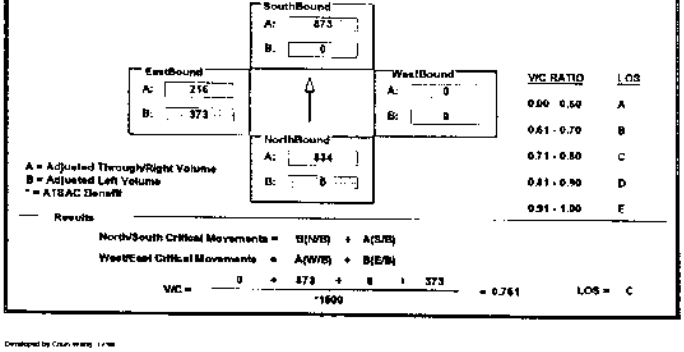
AM/PM: PM Comments: INT# 36

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	2340	163	0	2227	1266	0	0	0	1007	216	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2340	163	0	2227	1266	0	0	0	1007	216	0
LANE	0 0	2 0	1 0	0 0	2 0	1 1	0	0 0	0 0	0 0	3 0	0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	OLA	<none>	<none>	Split	Auto				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 873 + 0 + 373}{1600} = 0.761 \quad LOS = C$$

Developed by Chun Wong 1/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: RODEO RD I/S No: 99160

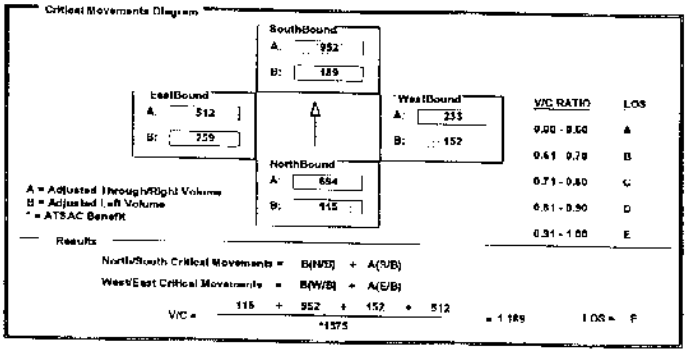
AM/PM: PM Comments: INT# 37

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	1954	129	344	2789	68	152	466	192	259	1023	550
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1954	129	344	2789	68	152	466	192	259	1023	550
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{115 + 952 + 152 + 512}{1375} = 1.189 \qquad LOS = F$$

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD RAMPS N W/E: SLAUSON AVE I/S No: 99197

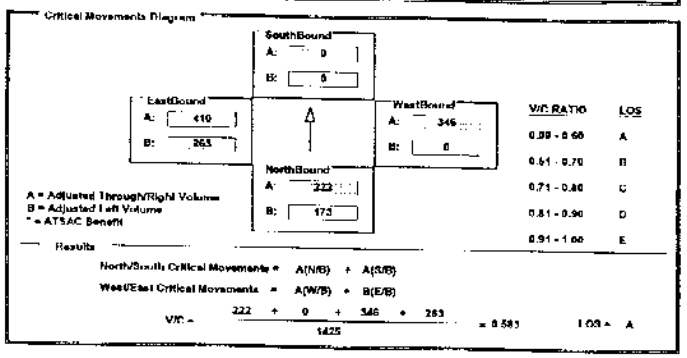
AM/PM: PM Comments: INT# 38

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	4	218	0	0	0	0	1385	76	478	1230	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	4	218	0	0	0	0	1385	76	478	1230	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{222 + 0 + 346 + 263}{1425} = 0.583 \qquad LOS = A$$

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD RAMPS S W/E: SLAUSON AVE I/S No: 99194

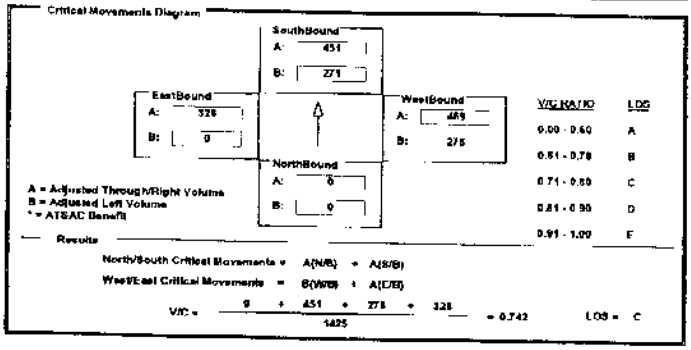
AM/PM: PM Comments: INT# 39

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	271	14	616	278	1407	0	0	1449	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	271	14	616	278	1407	0	0	1449	192
LANE	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 451 + 275 + 328}{1425} = 0.742 \qquad LOS = C$$

Developed by Chun Wong, 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: LA TIJERA BLVD I/S No: 20030

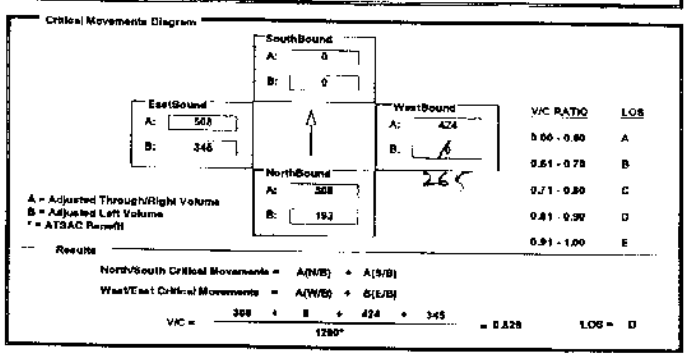
AM/PM: PM Comments: INT# 40

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	308	0	0	0	265	1126	145	345	1524	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	0	308	0	0	0	265	1126	145	345	1524	0
LANE	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{308 + 0 + 424 + 345}{1280} = 0.828 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY SB RAMPS W/E: LA TIJERA BLVD I/S No: 20040

AM/PM: PM Comments: INT# 41

COUNT DATE: STUDY DATE: GROWTH FACTOR:

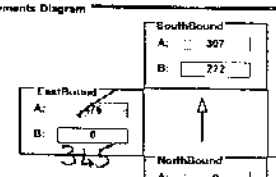
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	222	0	391	265	1304	0	345	1313	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	222	0	391	265	1304	0	345	1313	114

LANE: 0 0 0 0 0 0 0 | 0 0 0 0 0 1 1 | 1 0 3 0 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



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 = (0 + 307 + 265 + 476) / 1200* = 0.885 LOS = D

Developed by Chun Wong, 12-94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 99162

AM/PM: PM Comments: INT# 42

COUNT DATE: STUDY DATE: GROWTH FACTOR:

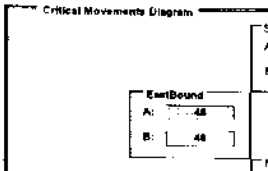
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	53	1765	23	76	1803	55	15	12	15	82	14	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	1765	23	76	1803	55	15	12	15	82	14	57

LANE: 2 0 2 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



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 = (596 + 76 + 42 + 48) / 1375* = 0.464 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AVE I/S No: 20180

AM/PM: PM Comments: INT# 43

COUNT DATE: STUDY DATE: GROWTH FACTOR:

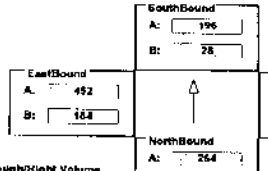
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	527	311	28	592	207	175	730	43	184	903	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	527	311	28	592	207	175	730	43	184	903	17

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



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 = (254 + 28 + 175 + 452) / 1375* = 0.558 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 19870

AM/PM: PM Comments: INT# 44

COUNT DATE: STUDY DATE: GROWTH FACTOR:

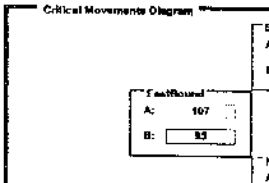
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	165	1744	177	98	1595	123	279	340	95	93	213	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	165	1744	177	98	1595	123	279	340	95	93	213	83

LANE: 1 0 2 0 1 0 0 | 1 0 2 0 1 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



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 = (165 + 671 + 279 + 107) / 1425* = 0.719 LOS = C

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 20260

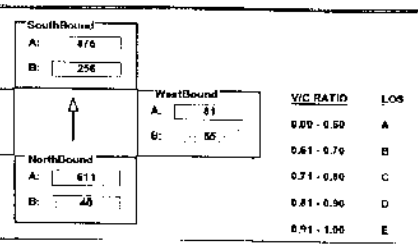
AM/PM: PM Comments: INT# 45

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	1820	12	256	2416	209	55	81	191	91	88	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	1820	12	256	2416	209	55	81	191	91	88	34
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = (40 + 876 + 55 + 122) / *1375 = 0.734 LOS = C

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AVE I/S No: 20280

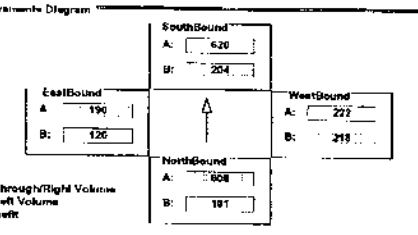
AM/PM: PM Comments: INT# 46

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	1618	199	204	1722	137	218	444	226	126	379	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	1618	199	204	1722	137	218	444	226	126	379	60
LANE	1	0	2	0	1	0	0	1	0	2	0	1	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



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 = (606 + 204 + 218 + 190) / *1375 = 0.846 LOS = D

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA PKWY I/S No: 99166

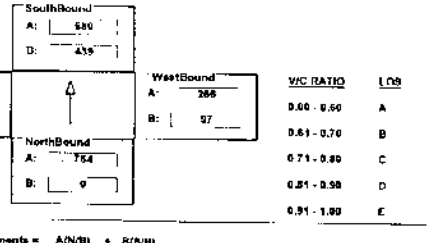
AM/PM: PM Comments: INT# 47

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	2131	161	799	2039	0	177	0	884	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2131	161	799	2039	0	177	0	884	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	2	0	0	0	0	2	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



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 = (764 + 439 + 266 + 0) / *1425 = 0.961 = 0.93 LOS = E

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AVE I/S No: 20453

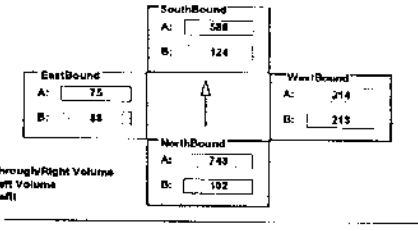
AM/PM: PM Comments: INT# 48

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	188	2230	371	226	2238	122	346	80	276	88	70	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	2230	371	226	2230	122	346	80	276	88	70	126
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	1	0	1	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



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 = (749 + 124 + 214 + 88) / *1375 = 0.789 = 0.750 LOS = C

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:37 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WAY I/S No: 20445

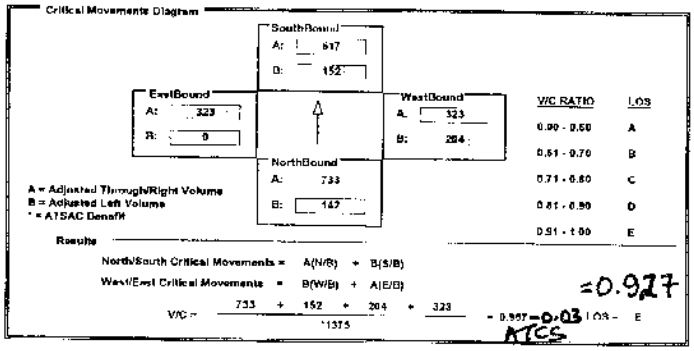
AM/PM: PM Comments: INT# 49

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	142	1908	291	152	1777	73	370	568	77	0	546	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	1908	291	152	1777	73	370	568	77	0	546	100
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 1 0	0	0 0 1	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



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 = (733 + 152 + 284 + 323) / 1375 = 0.967 -0.03 ATCS = 0.927 LOS = E

Developed by Chun Wong 12/94

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:37 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: ROSE AVE I/S No: 20980

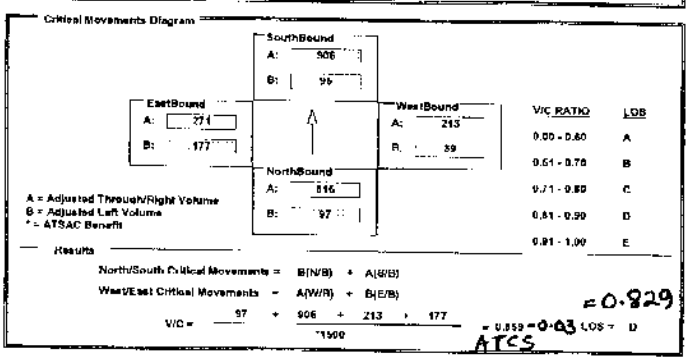
AM/PM: PM Comments: INT# 50

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	97	1591	41	95	1812	104	89	213	101	177	385	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	1591	41	95	1812	104	89	213	101	177	385	157
LANE	1 0 1	0 1 0	0	1 0 2	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



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 = (97 + 906 + 213 + 177) / 1500 = 0.859 -0.03 ATCS = 0.829 LOS = D

Developed by Chun Wong 12/94

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:37 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 19780

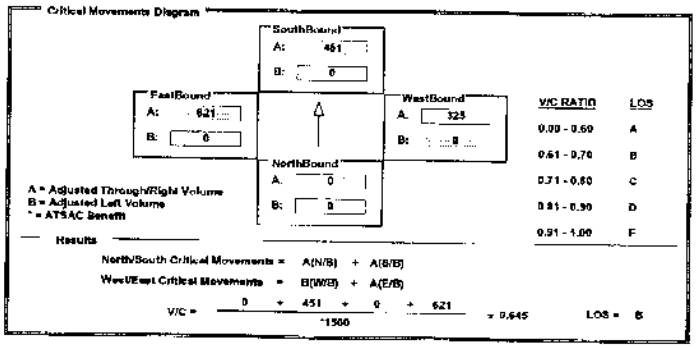
AM/PM: PM Comments: INT# 51

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	1802	6	0	975	2558	0	1862	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1802	6	0	975	2558	0	1862	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 3	0 0 3	0	0 0 3	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

V/C = (0 + 451 + 0 + 621) / 1500 = 0.645 LOS = B

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Intersection 52
Lincoln Boulevard / Bluff Creek Drive
N/A

2003PM

CalcaDB

March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 20790

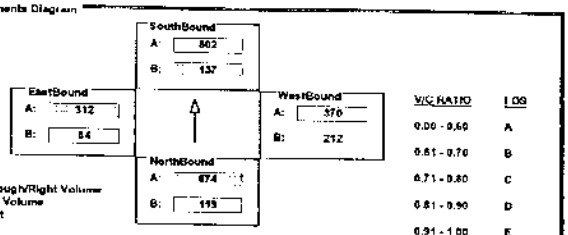
AM/PM: PM Comments: INT# 53

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	216	1568	180	249	1534	70	385	739	251	153	937	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1568	180	249	1534	70	385	739	251	153	937	180
LANE	2	0	1	1	0	1	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



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 = (674 + 137 + 212 + 312) / *1375 = 1.016 − 0.03 LOS = F

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March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 20800

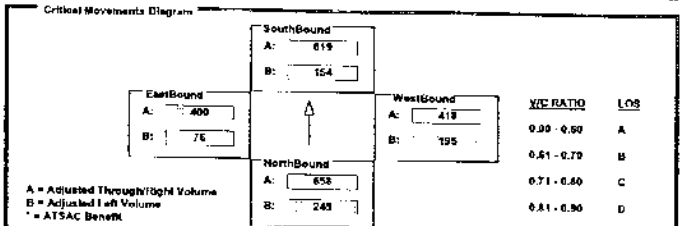
AM/PM: PM Comments: INT# 54

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	453	1685	268	280	1673	184	355	835	216	139	796	525
AMBIENT												
RELATED												
PROJECT												
TOTAL	453	1685	268	280	1673	184	355	835	216	139	796	525
LANE	2	0	2	0	1	0	2	0	2	1	0	0	2	0	2	0	1	0	2	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



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 = (249 + 619 + 195 + 400) / *1375 = 0.964 − 0.03 LOS = E

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March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AVE I/S No: 20960

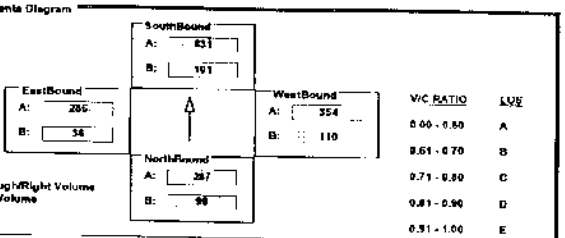
AM/PM: PM Comments: INT# 55

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	99	500	73	101	774	57	110	152	92	38	198	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	500	73	101	774	57	110	152	92	38	198	52
LANE	1	0	1	0	1	0	1	0	0	1	0	0	0	0	1	0	0	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



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 = (99 + 631 + 110 + 286) / *1500 = 0.814 − 0.03 LOS = C

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March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AVE I/S No: 20360

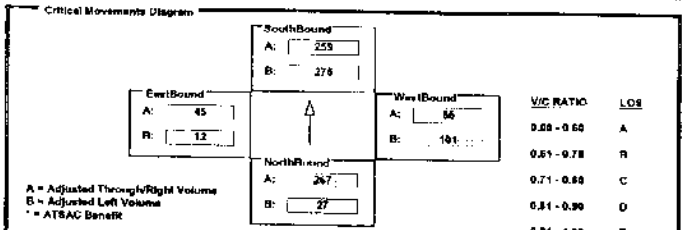
AM/PM: PM Comments: INT# 56

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	418	115	275	503	15	101	40	193	12	52	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	418	115	275	503	15	101	40	193	12	52	25
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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

Results

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

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

V/C = (267 + 276 + 101 + 45) / *1375 = 0.438 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AVE I/S No: 20200

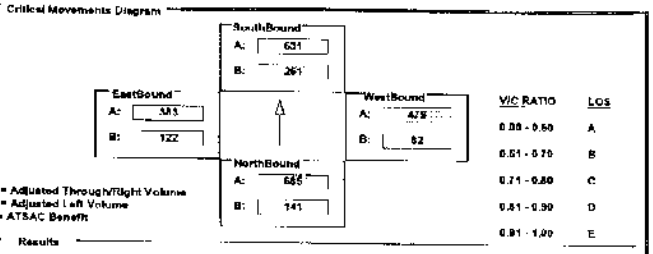
AM/PM: PM Comments: INT# 57

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	1945	110	261	1633	250	82	680	277	122	765	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1945	110	261	1633	250	82	680	277	122	765	102
LANE	1 0 2 0	1 0		1 0 2 0	1 0		1 0 1 0	1 0		1 0 2 0	1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (685 + 261 + 479 + 122) / 1425 = 1.016 LOS = F

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AVE I/S No: 99326

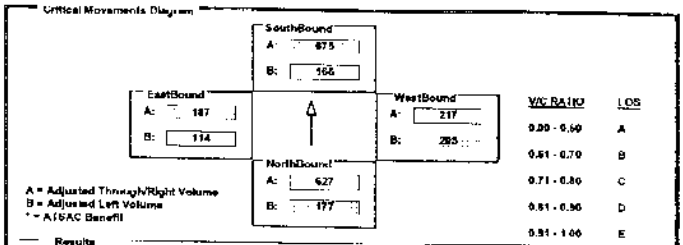
AM/PM: PM Comments: INT# 58

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	177	2507	172	301	2612	87	203	217	259	114	127	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	2507	172	301	2612	87	203	217	259	114	127	60
LANE	1 0 4 0	1 0		2 0 3 0	1 0		1 0 1 0	1 0		1 0 0 0	1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (177 + 675 + 203 + 187) / 1425 = 0.872 LOS = D

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 16770

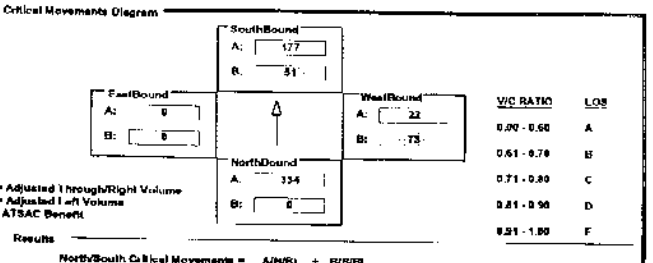
AM/PM: PM Comments: INT# 59

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	667	244	51	354	0	183	0	108	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	667	244	51	354	0	183	0	108	0	0	0
LANE	0 0 2 0	2 0		1 0 2 0	0 0		2 0 0 0	0 1		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

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	F

Results

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

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

V/C = (334 + 51 + 73 + 0) / 1425 = 0.261 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: PLAYA ST/JEFFERSON BLVD I/S No: 99252

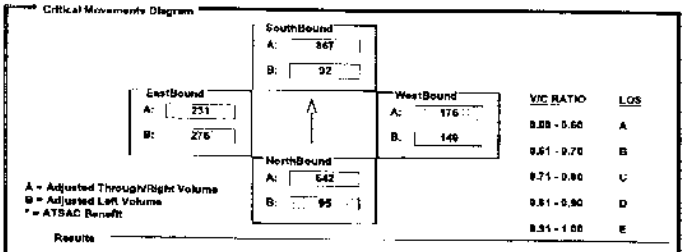
AM/PM: PM Comments: INT# 60

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	95	1753	174	92	1733	549	254	381	147	502	438	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	1753	174	92	1733	549	254	381	147	502	438	23
LANE	1 0 2 0	1 0		1 0 2 0	0 2 0		2 0 2 0	1 0		2 0 1 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



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 = (95 + 867 + 176 + 276) / 1375 = 0.958 LOS = E

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AVE I/S No: 99328

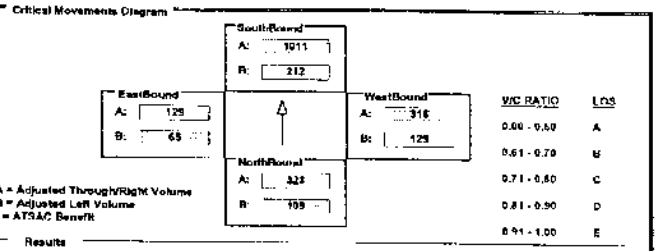
AM/PM: PM Comments: INT# 61

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	198	1290	335	386	3032	139	234	836	409	119	367	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1290	335	386	3032	139	234	836	409	119	367	183
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: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (989 + 1011 + 318 + 65) / 1375 = 1.693 LOS = F

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: VENICE BLVD I/S No: 99478

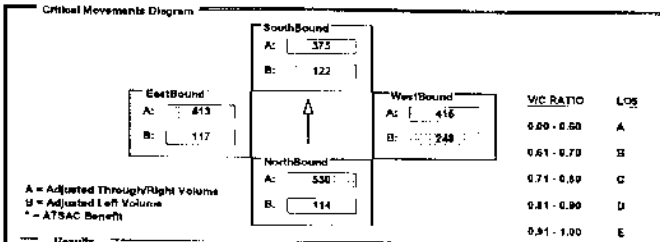
AM/PM: PM Comments: INT# 62

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	114	500	103	122	675	74	248	1245	96	117	1240	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	114	500	103	122	675	74	248	1245	96	117	1240	61
LANE	0 1 0 0 1 0 0			1 0 1 0 1 0 0			1 0 3 0 0 1 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (530 + 122 + 248 + 413) / 1426 = 0.881 LOS = D

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 FWY WB OFF RAMP I/S No: 91001

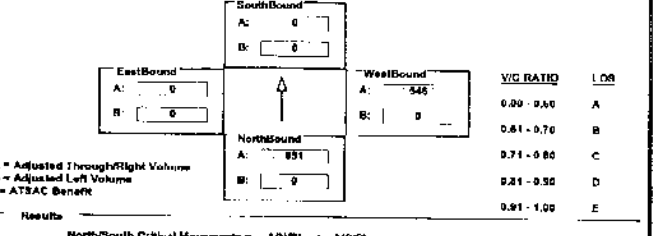
AM/PM: PM Comments: INT# 63

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	2553	0	0	0	0	0	0	1475	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2553	0	0	0	0	0	0	1475	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		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(S/B)

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

V/C = (851 + 9 + 846 + 0) / 1506 = 0.851 LOS = E

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH ST/77TH ST I/S No: 19660

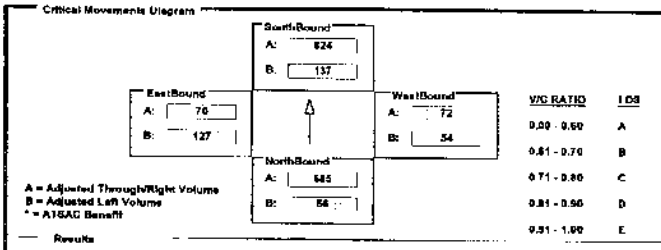
AM/PM: PM Comments: INT# 64

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	56	2015	40	137	2120	352	54	58	72	230	70	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	2015	40	137	2120	352	54	58	72	230	70	38
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



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 = (56 + 824 + 72 + 127) / 1425 = 0.887 LOS = D

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: SLAUSON AVE I/S No: 99268

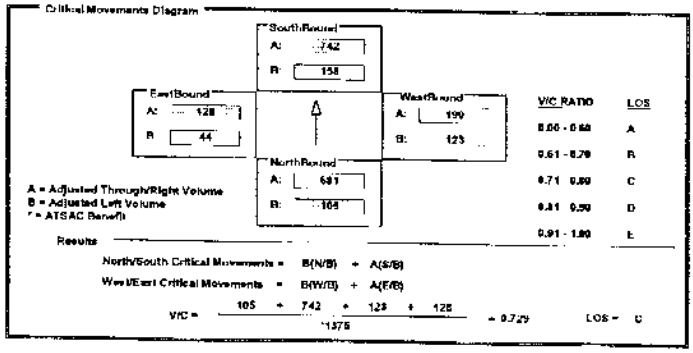
AM/PM: PM Comments: INT# 65

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	191	1932	112	286	1461	22	224	259	269	44	255	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	1932	112	286	1461	22	224	259	269	44	255	156
LANE	2	0	2	0	1	0	2	0	1	0	1	0	2	0	2	0	0	1	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (105 + 742 + 123 + 125) / 1375 = 0.729 LOS = C

Developed by Chun Wong 12-96

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: VENICE BLVD I/S No: 99172

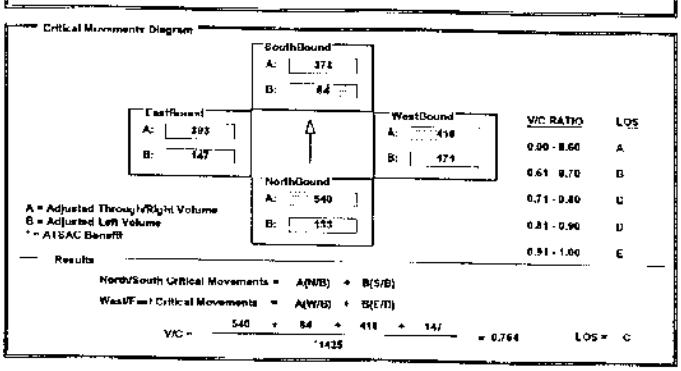
AM/PM: PM Comments: INT# 66

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	133	1080	362	84	755	170	171	1253	145	147	1178	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	1080	362	84	755	170	171	1253	145	147	1178	88
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (540 + 84 + 418 + 147) / 1435 = 0.764 LOS = C

Developed by Chun Wong 12-96

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FAIRFAX AVE I/S No: 99158

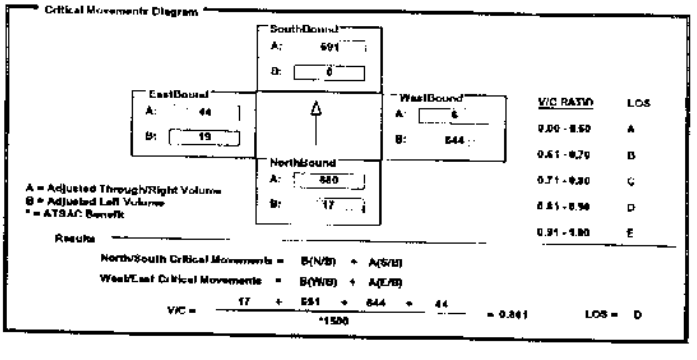
AM/PM: PM Comments: INT# 67

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	1359	1580	0	2073	1	1170	3	3	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1359	1580	0	2073	1	1170	3	3	19	0	25
LANE	1	0	2	0	0	2	0	0	2	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (17 + 691 + 844 + 44) / 1500 = 0.841 LOS = D

Developed by Chun Wong 1-256

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: 96TH ST I/S No: 19450

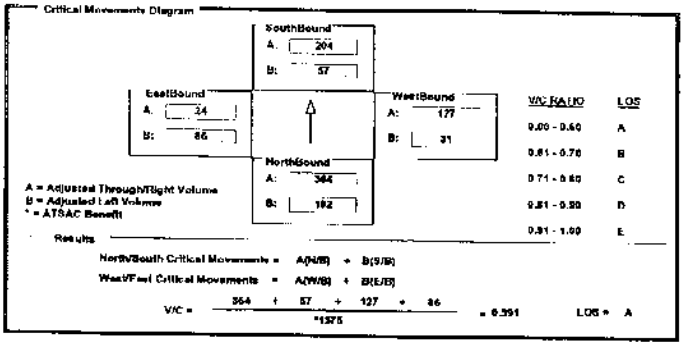
AM/PM: PM Comments: INT# 68

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	102	727	33	57	612	178	31	88	127	156	24	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	727	33	57	612	178	31	88	127	156	24	49
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (344 + 57 + 127 + 86) / 1375 = 0.391 LOS = A

Developed by Chun Wong 12-96

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BLVD I/S No: 19915

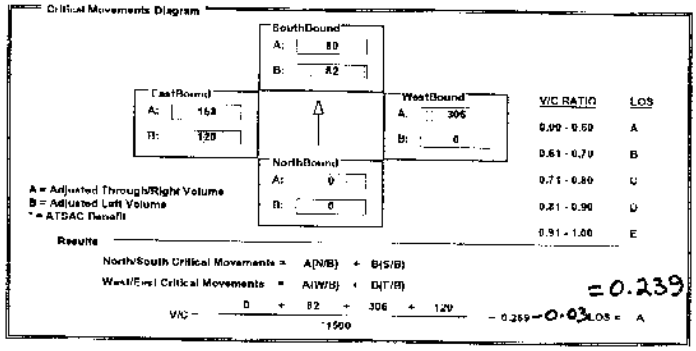
AM/PM: PM Comments: INT# 69

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	149	0	145	0	919	59	120	505	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	149	0	145	0	919	59	120	505	0
LANE	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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(T/B)

V/C = (0 + 82 + 306 + 120) / 1500 = 0.269 = 0.239 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BLVD I/S No: 19913

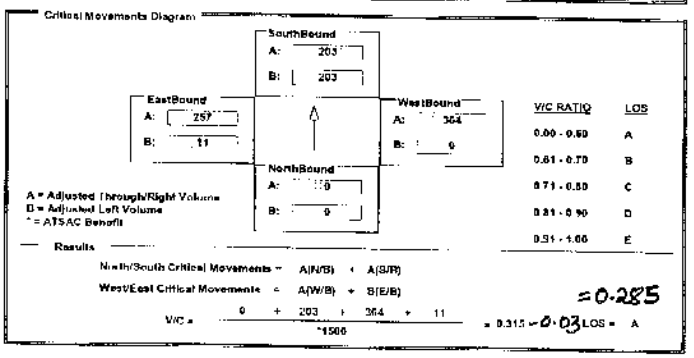
AM/PM: PM Comments: INT# 70

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	294	0	111	0	1043	50	11	770	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	294	0	111	0	1043	50	11	770	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 203 + 364 + 11) / 1500 = 0.315 = 0.285 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOK/ABBOT KINNEY BLVD I/S No: 99142

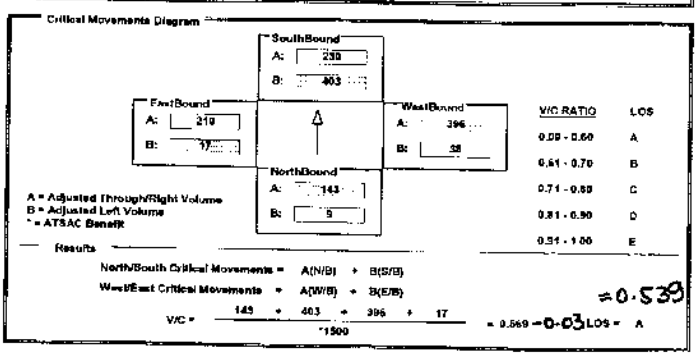
AM/PM: PM Comments: INT# 71

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	9	252	33	403	448	11	38	99	396	17	180	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	252	33	403	448	11	38	99	396	17	180	13
LANE	1	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (149 + 403 + 396 + 17) / 1500 = 0.569 = 0.539 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

July 9, 2003 ,Wednesday 02:52:53 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BLVD I/S No: 99296

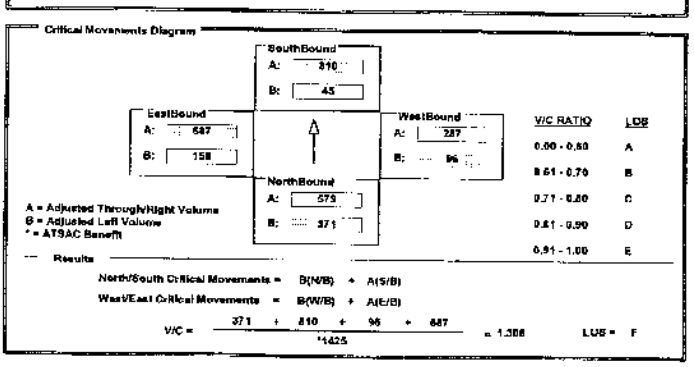
AM/PM: PM Comments: INT# 72

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	1001	156	45	1620	204	96	535	39	150	703	873
AMBIENT												
RELATED												
PROJECT												
TOTAL	371	1001	156	45	1620	204	96	535	39	150	703	873
LANE	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0	1	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: Auto				

Critical Movements Diagram



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 = (371 + 810 + 96 + 687) / 1425 = 1.308 LOS = F

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2003PM

CalcaDB

March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: MARINA FREEWAY EB RAMPS I/S No: 20510

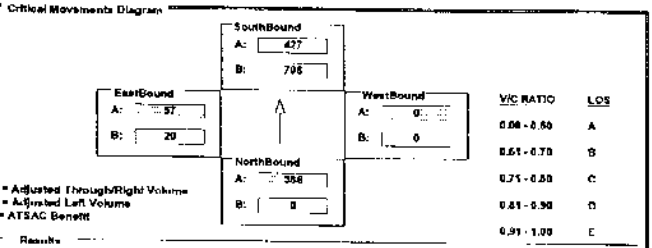
AM/PM: PM Comments: INT# 73

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	772	261	708	854	0	0	0	0	20	0	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	772	261	708	854	0	0	0	0	20	0	93
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (386 + 708 + 0 + 57) / 1425 = 0.736 - 0.03 LOS = C

= 0.708

Developed by Chun Wong 1994

2003PM

CalcaDB

March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: MARINA FREEWAY WB RAMPS I/S No: 20530

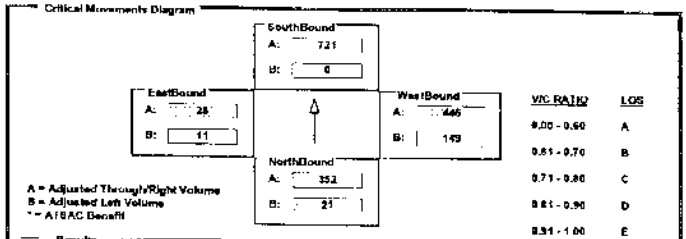
AM/PM: PM Comments: INT# 74

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	703	53	0	1419	23	149	19	446	11	0	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	703	53	0	1419	23	149	19	446	11	0	17
LANE	1	0	2	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	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



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 = (21 + 721 + 446 + 28) / 1425 = 0.785 - 0.03 LOS = C

= 0.753

Developed by Chun Wong 1994

Intersection 76
Centincla Avenue / Bluff Creek Drive
N/A

2003PM

CalcaDB

March 3, 2003, Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BLVD W/E: CULVER BLVD I/S No: 20550

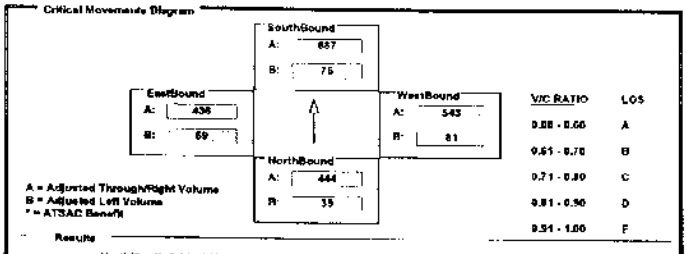
AM/PM: PM Comments: INT# 77

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	39	561	92	76	934	135	81	671	91	59	562	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	561	92	76	934	135	81	671	91	59	562	73
LANE	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	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



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	F

Results

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

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

V/C = (59 + 687 + 543 + 59) / 1500 = 0.816 - 0.03 LOS = D

= 0.785 C

Developed by Chun Wong 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #75 Mesmer Av/Centinela Av [Existing PM Peak Hour]

****

Average Delay (sec/veh): 32.4 Worst Case Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	1! 0 0		0 0	3 0 0		0 0	2 0 1	
Volume Module:												
Base Vol:	0	0	0	139	0	8	0	1155	0	0	693	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	139	0	8	0	1155	0	0	693	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	146	0	8	0	1216	0	0	729	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	146	0	8	0	1216	0	0	729	204
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1135	xxxx	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	199	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	199	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	33.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	214	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	31.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			32.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: NICHOLSON ST I/S No: 19919

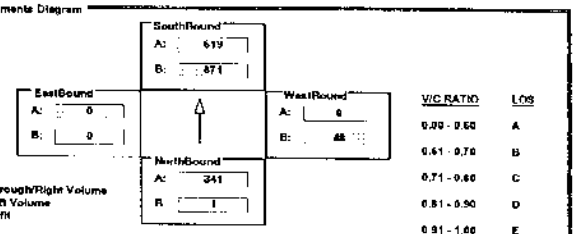
AM/PM: PM Comments: INT# 78

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	641	41	871	1238	5	48	0	522	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	641	41	871	1238	5	48	0	522	0	0	0
LANE	1 0	1 0	1 0	1 0	2 0	0 0	1 0	0 0	1 0	0 0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

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 = (341 + 871 + 48 + 0) / 1425 = 0.814 LOS = D

Developed by Chun Wong 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRMOUTH AVE W/E: MANCHESTER AVE I/S No: 99150

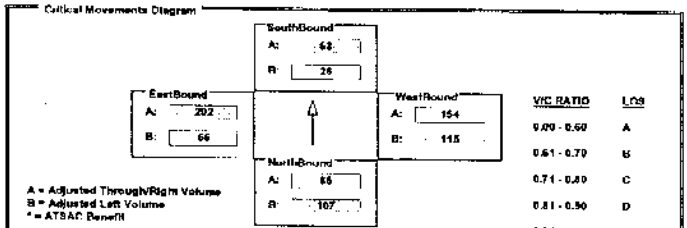
AM/PM: PM Comments: INT# 79

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	29	85	26	24	63	115	278	30	66	329	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	29	85	26	24	63	115	278	30	66	329	74
LANE	1 0	1 0	1 0	1 0	1 0	0 0	1 0	1 0	1 0	1 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



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 = (107 + 63 + 115 + 202) / 1500 = 0.255 LOS = A

Developed by Chun Wong 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AVE W/E: MAXELLA AVE I/S No: 20455

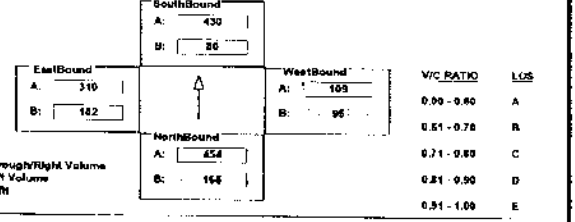
AM/PM: PM Comments: INT# 80

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	165	454	85	80	707	152	95	154	64	182	187	310
AMBIENT												
RELATED												
PROJECT												
TOTAL	165	454	85	80	707	152	95	154	64	182	187	310
LANE	1 0	1 0	0 1	0	1 0	1 0	0 1	0 1	0 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



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) = 0.567

V/C = (165 + 430 + 95 + 310) / 1500 = 0.897 - 0.03 LOS = A

Developed by Chun Wong 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: HUCHESTER I/S No: 20253

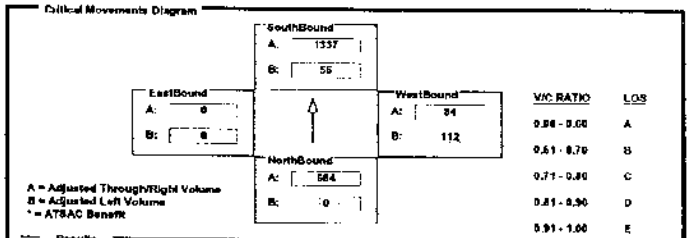
AM/PM: PM Comments: INT# 81

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	2052	147	102	2673	0	176	0	161	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2052	147	102	2673	0	176	0	161	0	0	0
LANE	0 0	3 0	0 1	0	2 0	2 0	0 0	0 0	1 1	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



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) = 0.917

V/C = (0 + 1337 + 112 + 0) / 1425 = 0.947 - 0.03 LOS = E

Developed by Chun Wong 1234

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL VIA CENTINELA AVE W/E: JEFFERSON BLVD I/S No: 20545

AM/PM: PM Comments: INT# 82

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	488	233	10	170	562	94	10	555	114	81	808	631
AMBIENT												
RELATED												
PROJECT												
TOTAL	488	233	10	170	562	94	10	555	114	81	808	631
LANE	2	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 328 B: 170

EastBound A: 404 B: 81

WestBound A: 335 B: 10

NorthBound A: 122 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 = A(W/B) + B(E/B)

= 0.610

V/C = (268 + 328 + 335 + 81) / *1425 = 0.540 – 0.03 LOS = B

Developed by Chun Wong, 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AVE W/E: JEFFERSON BLVD I/S No: 19900

AM/PM: PM Comments: INT# 84

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	68	154	40	24	25	82	663	63	19	944	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	68	154	40	24	25	82	663	63	19	944	45
LANE	1	0	1	0	0	2	0	0	0	1	0	0	2	0	2	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OL A		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 89 B: 40

EastBound A: 339 B: 19

WestBound A: 332 B: 45

NorthBound A: 68 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 = B(N/B) + A(S/B)

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

= 0.963

V/C = (53 + 89 + 45 + 332) / *1425 = 0.293 – 0.03 LOS = A

Developed by Chun Wong 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AVE W/E: JEFFERSON BLVD I/S No: 19912

AM/PM: PM Comments: INT# 85

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	316	0	86	0	965	128	38	1152	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	316	0	86	0	965	128	38	1152	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 88 B: 316

EastBound A: 384 B: 38

WestBound A: 364 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)

= 0.379

V/C = (0 + 316 + 364 + 38) / *1500 = 0.409 – 0.03 LOS = A

Developed by Chun Wong 12/94

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LOYOLA BLVD I/S No: 99164

AM/PM: PM Comments: INT# 86

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	98	1710	0	0	1899	222	0	0	0	194	0	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1710	0	0	1899	222	0	0	0	194	0	39
LANE	1	0	3	0	0	0	0	0	2	0	1	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: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 707 B: 0

EastBound A: 39 B: 107

WestBound A: 0 B: 0

NorthBound A: 676 B: 99

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 = (99 + 707 + 0 + 107) / *1500 = 0.538 LOS = A

Developed by Chun Wong 12/94

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #83 McConnell Av & Jefferson Bl [Existing PM Peak Hour]

****

Average Delay (sec/veh): 273.4 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0 0	0 1		1 0 3	0 0		1 0 2	1 0	
Volume Module:												
Base Vol:	0	0	0	143	0	61	19	1116	0	0	1101	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	143	0	61	19	1116	0	0	1101	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	151	0	64	20	1175	0	0	1159	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	151	0	64	20	1175	0	0	1159	36
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1608	xxxx	404	1195	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	97	xxxx	602	591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	95	xxxx	602	591	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	385.1	xxxx	11.7	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			273.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WAY W/E: MARINA FWY EB RAMPS I/S No: 20450

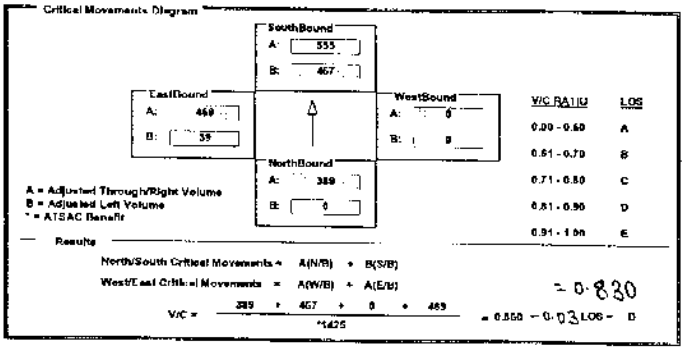
AM/PM: PM Comments: INT# 87

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	569	599	467	1109	0	0	0	0	39	918	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	569	599	467	1109	0	0	0	0	39	918	19
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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)

= 0.830

V/C = (389 + 467 + 0 + 469) / *1425 = 0.858 - 0.03 LOS = D

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WAY W/E: MARINA FWY WB RAMPS I/S No: 20430

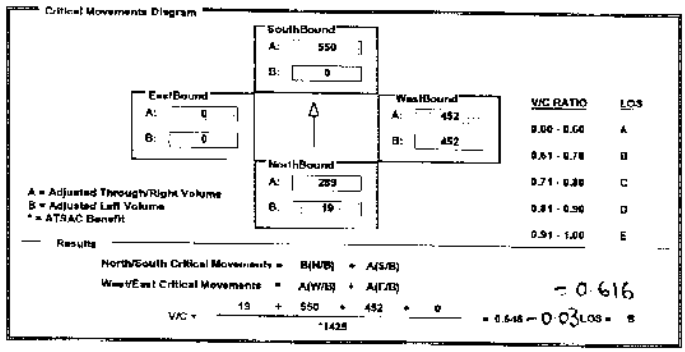
AM/PM: PM Comments: INT# 88

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	19	577	0	0	1039	60	524	833	324	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	577	0	0	1039	60	524	833	324	0	0	0
LANE	1	0	2	0	0	0	0	0	1	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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)

= 0.616

V/C = (19 + 550 + 452 + 0) / *1425 = 0.648 - 0.03 LOS = B

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AVE W/E: WASHINGTON ST I/S No: 20850

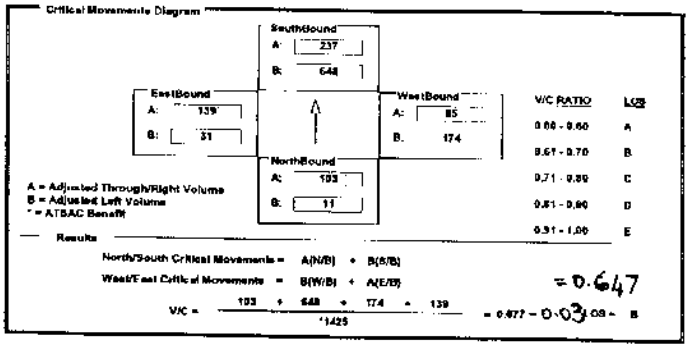
AM/PM: PM Comments: INT# 89

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	11	92	96	648	199	38	174	85	406	31	94	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	92	96	648	199	38	174	85	406	31	94	14
LANE	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

= 0.647

V/C = (193 + 648 + 174 + 139) / *1425 = 0.877 - 0.03 LOS = B

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH ST/80TH ST I/S No: 19850

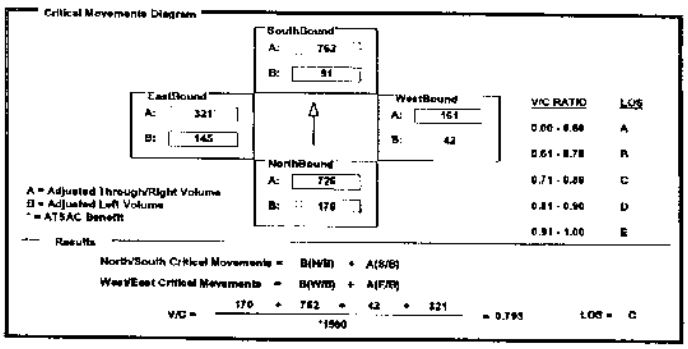
AM/PM: PM Comments: INT# 91

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	170	2121	56	91	2265	183	42	85	53	145	87	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	2121	56	91	2265	183	42	85	53	145	87	89
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	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



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 = (170 + 762 + 42 + 321) / *1500 = 0.795 LOS = C

Developed by Chun Wong, 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #90 Palawan Wy & Washington St [Existing PM Peak Hour]

****

Average Delay (sec/veh): 19.6 Worst Case Level Of Service: C

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	206			0	0	0			0	874	184			376	832			0
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00
Initial Bse:	0	0	206			0	0	0			0	874	184			376	832			0
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95			0.95
PHF Volume:	0	0	217			0	0	0			0	920	194			396	876			0
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0			0
Final Vol.:	0	0	217			0	0	0			0	920	194			396	876			0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	460			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1114	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	554			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			635	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	554			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			635	xxxx	xxxxx		
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx	15.6			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			19.6	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	*			*	*	*			C	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	15.6					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 33RD ST I/S No: 19840

AM/PM: PM Comments: INT# 92

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configuration

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	2318	22	76	2239	62	10	60	50	69	60	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	2318	22	76	2239	62	10	60	50	69	60	50

LANE: 1 0 2 0 1 0 0 | 1 0 2 0 1 0 0 | 1 0 0 0 1 0 0 | 0 0 0 1 0 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 757 B: 76

EastBound A: 179 B: 69

WestBound A: 110 B: 10

NorthBound A: 789 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 = (789 + 76 + 10 + 179) / 1600 = 0.627 LOS = B

Developed by Chen Wang 1294

2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AVE W/E: VENICE BLVD I/S No: 20780

AM/PM: PM Comments: INT# 93

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	34	433	71	164	812	65	120	1112	72	76	1252	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	433	71	164	812	65	120	1112	72	76	1252	80

LANE: 0 0 0 1 0 0 0 | 0 0 0 1 0 0 0 | 1 0 2 0 1 0 0 | 1 0 2 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 841 B: 164

EastBound A: 444 B: 76

WestBound A: 395 B: 120

NorthBound A: 538 B: 34

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 = (34 + 841 + 120 + 444) / 1600 = 0.859 LOS = D

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA WAY W/E: WASHINGTON BLVD I/S No: 92001

AM/PM: PM Comments: INT# 94

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	424	289	245	164	368	45	168	641	38	52	735	304
AMBIENT												
RELATED												
PROJECT												
TOTAL	424	289	245	164	368	45	168	641	38	52	735	304

LANE: 2 0 1 0 0 1 0 | 1 0 0 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 413 B: 164

EastBound A: 520 B: 62

WestBound A: 340 B: 168

NorthBound A: 289 B: 233

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 = (289 + 413 + 168 + 520) / 1425 = 0.965 − 0.03 LOS = E

= 0.875D

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AVE I/S No: 99212

AM/PM: PM Comments: INT# 96

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	268	0	273	0	638	196	153	1004	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	268	0	273	0	638	196	153	1004	0

LANE: 0 0 0 0 0 0 | 2 0 0 0 1 0 | 0 0 1 0 1 0 0 | 1 0 2 0 0 0

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

Critical Movements Diagram

SouthBound A: 196 B: 147

EastBound A: 582 B: 153

WestBound A: 417 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 = (0 + 196 + 417 + 153) / 1426 = 0.534 LOS = A

Developed by Chen Wang, 1294

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #95 Bristol Prkwy/Slauson Av [Existing PM Peak Hour]

****

Average Delay (sec/veh): 19.5 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0 1!	0 0		1 0 3	0 1		0 0 2	1 0	
Volume Module:												
Base Vol:	0	0	125	0	0	0	21	2033	112	0	1555	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	125	0	0	0	21	2033	112	0	1555	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	132	0	0	0	22	2140	118	0	1637	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	132	0	0	0	22	2140	118	0	1637	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	713	xxxx	xxxx	xxxxx	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	379	xxxx	xxxx	xxxxx	398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	379	xxxx	xxxx	xxxxx	398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	19.5	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		19.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AVE I/S No: 99216

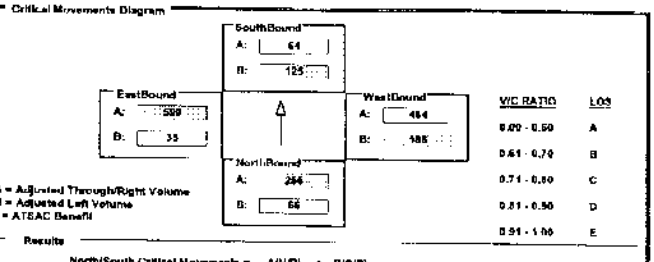
AM/PM: PM Comments: INT# 97

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	16	493	125	32	95	338	1410	42	64	1771	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	16	493	125	32	95	338	1410	42	64	1771	114
LANE	1 0 0	0 1 1	0	1 0 0	0 1 1	0	2 0 2	0 1 0	0	2 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Plx	RTOR: Auto	Phasing: Prot-Plx	RTOR: Auto				

Critical Movements Diagram



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 = (255 + 125 + 188 + 590) / 1425 = 0.811 LOS = D

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2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AVE I/S No: 99218

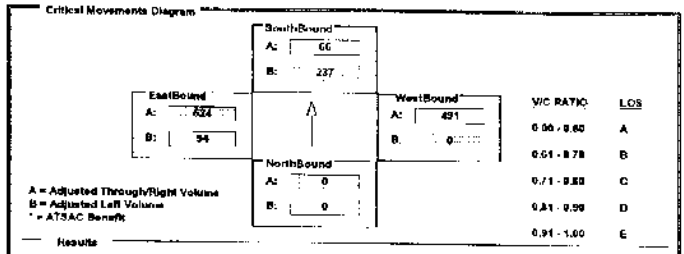
AM/PM: PM Comments: INT# 98

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	431	0	66	0	760	221	94	1248	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	431	0	66	0	760	221	94	1248	0
LANE	0 0 0	0 0 0		2 0 0	0 1 0		0 0 1	1 0 0		1 0 2	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 237 + 0 + 524) / 1500 = 0.574 LOS = A

2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: WASHINGTON PL I/S No: 99148

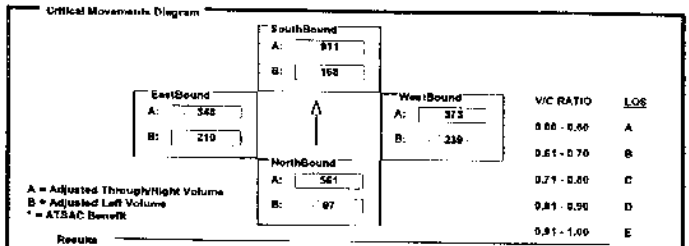
AM/PM: PM Comments: INT# 99

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	97	947	174	168	1557	265	239	658	88	210	602	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	947	174	168	1557	265	239	658	88	210	602	93
LANE	1 0 1	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



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 = (97 + 911 + 239 + 348) / 1540 = 0.993 = 0.963 LOS = E

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: CULVER BLVD I/S No: 99220

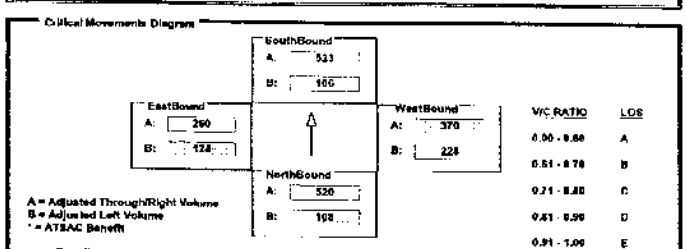
AM/PM: PM Comments: INT# 100

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	108	881	159	106	896	149	228	877	83	124	519	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	881	159	106	896	149	228	877	83	124	519	90
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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

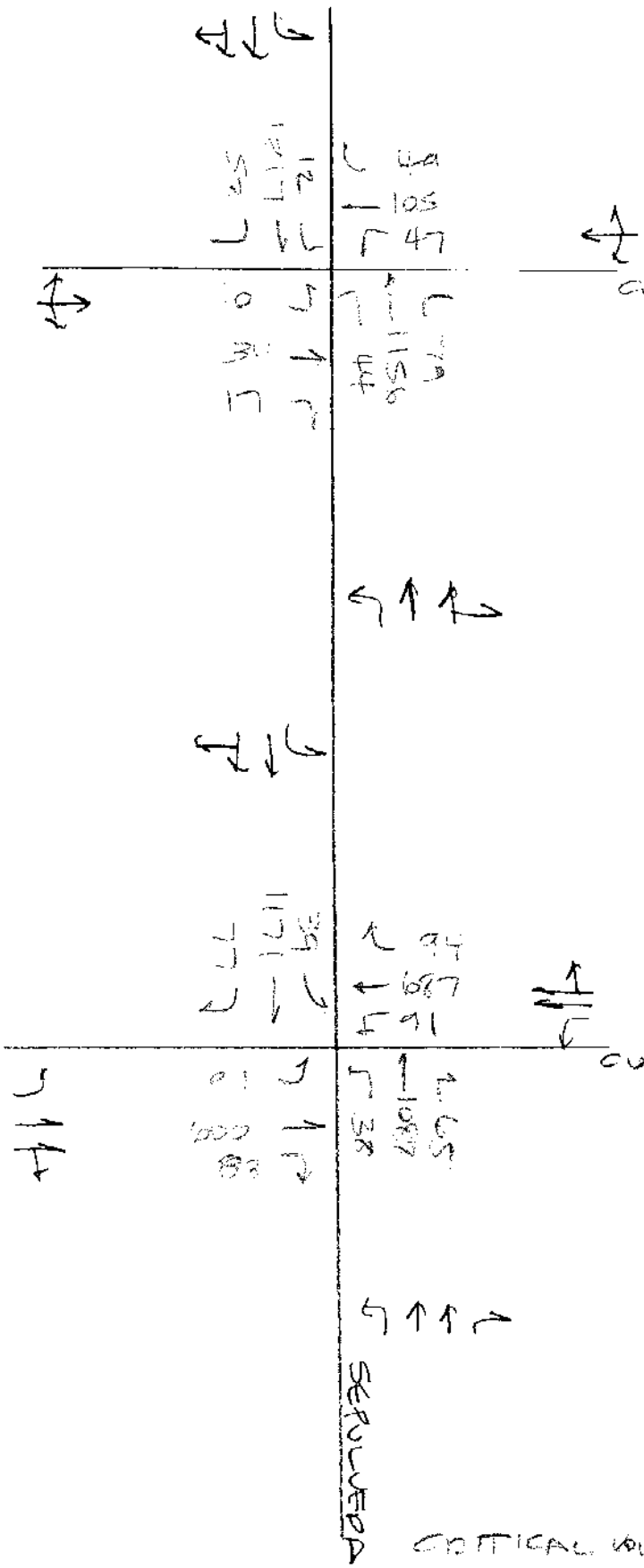
Results

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

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

V/C = (108 + 523 + 370 + 124) / 1375 = 0.748 LOS = C

EXISTING PM



INT #101 SEPULVEDA / CULVER BL

Φ1 — 6 PM
185 − 6 = 90
(0 + 40) = 25
91 + (687 + 40)/2 = 482
91 + (600 + 80)/2 = 493

Φ2 — 6 PM
44 − 6 = (38)
OR
(154 − 179) − 90 = 52 X
OR
38
OR
1088/2 = 544
OR
65

Φ3 — 6 PM
(127 + 52)/2 = 625
OR
544 − 38 = (506)

Φ4 — 6 PM
12
OR
625 − 506 = (129)
OR
593 − 506 = 87

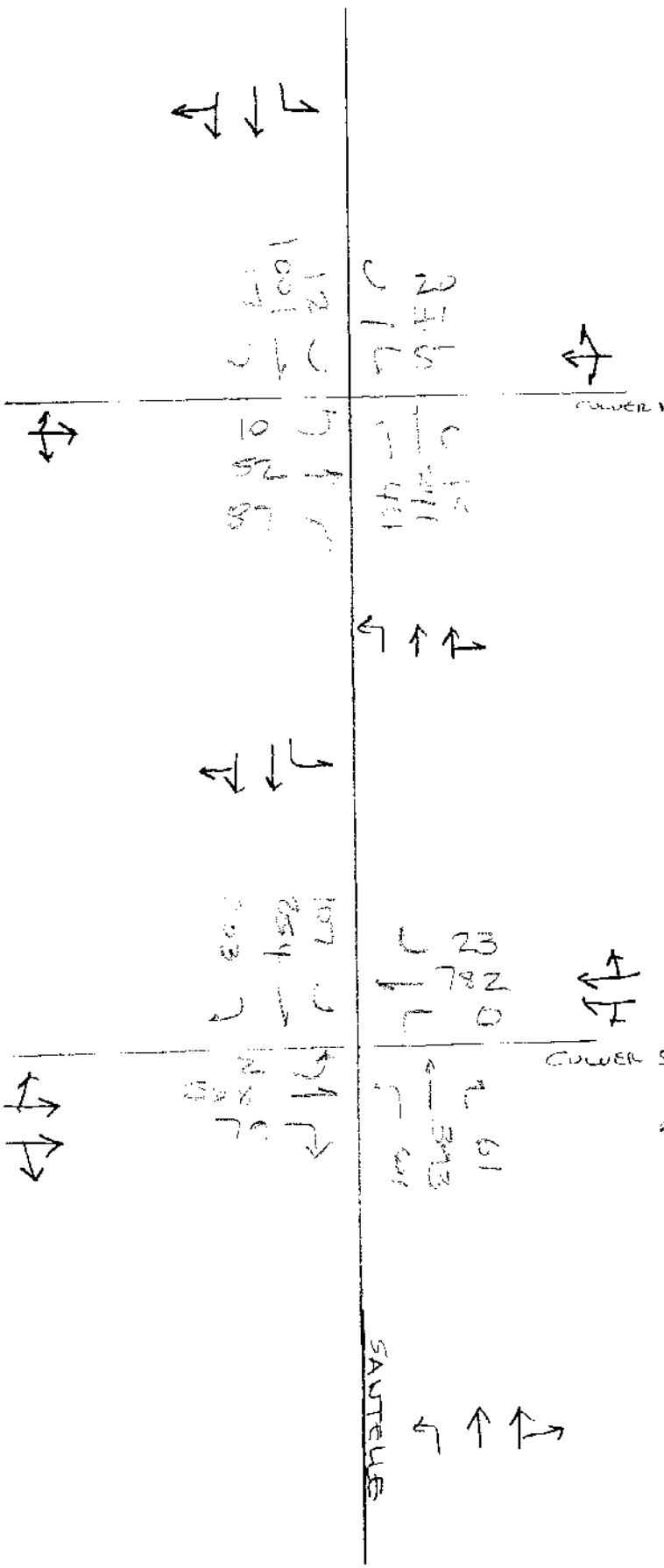
Φ5 — 6 PM
104/47 + 105 + 9 = (211)
OR
47 + (104 + 34 + 17) = 108
OR
2
OR
(64 − 2) = 31
2

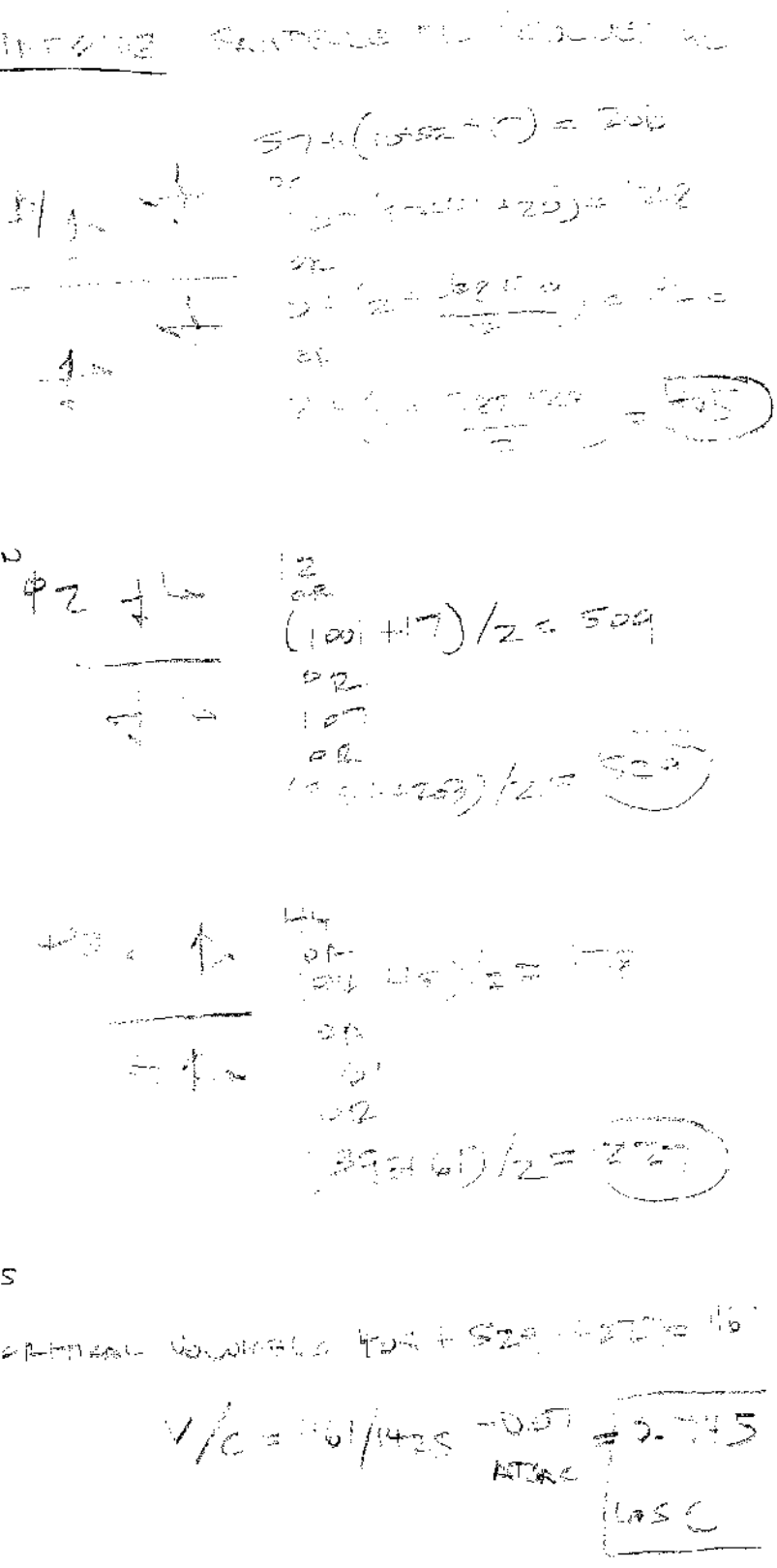
CRITICAL VOLUMES = 482 + 38 + 506 + 129 + 211 = 1366

V/C = 1366/1575 = 0.87
AM

= 0.923
LOS E

EXISTING PM





2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AVE | W/E: WASHINGTON BLVD | I/S No: 93000

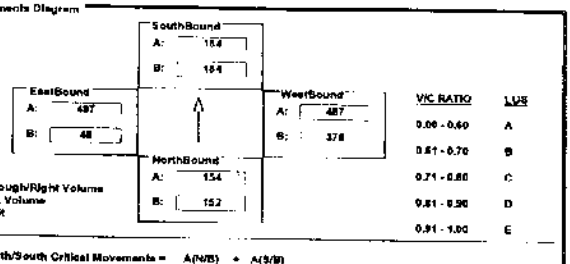
AM/PM: PM | Comments: INT# 103

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	178	125	343	279	139	106	378	974	434	48	993	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	178	125	343	279	139	106	378	974	434	48	993	223
LANE	1	1	0	0	0	1	0	1	1	0	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	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



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

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

Results

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

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

V/C = (184 + 184 + 378 + 497) / 1375 = 0.812 – 0.03 LOS = B

= 0.782 C

Developed by Chun Wong, Inc.

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AVE | W/E: PLAYA ST | I/S No: 99230

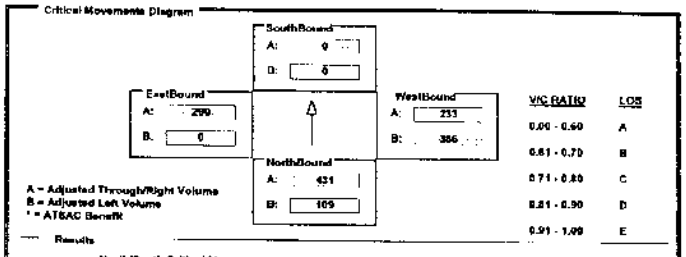
AM/PM: PM | Comments: INT# 104

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	2	624	0	0	0	701	465	0	0	485	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2	624	0	0	0	701	465	0	0	485	95
LANE	2	0	0	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto																

Critical Movements Diagram



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

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

Results

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

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

V/C = (431 + 0 + 386 + 290) / 1425 = 0.707 LOS = C

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AVE W/E: SLAUSON AVE I/S No: 99232

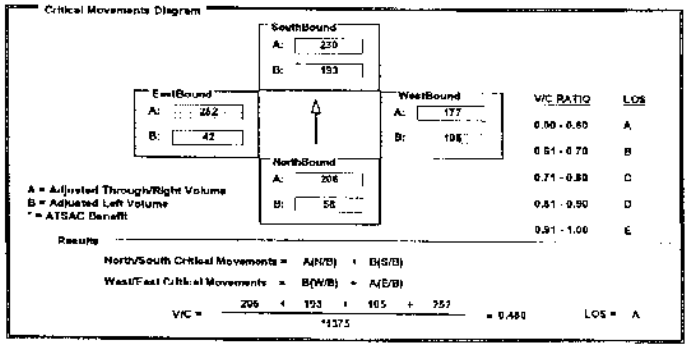
AM/PM: PM Comments: INT# 105

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	105	412	240	351	436	24	190	530	243	42	686	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	412	240	351	436	24	190	530	243	42	686	71
LANE	2	0	2	0	0	1	0	2	0	1	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



Results

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

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

V/C = (206 + 153 + 105 + 262) / 1375 = 0.480 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: SLAUSON AVE I/S No: 99242

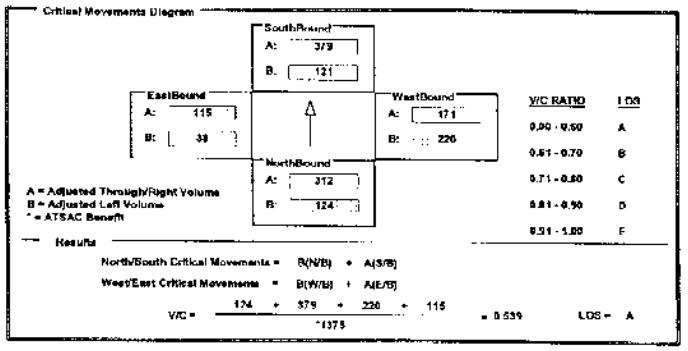
AM/PM: PM Comments: INT# 106

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	124	937	228	121	1019	118	400	92	79	38	115	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	937	228	121	1019	118	400	92	79	38	115	133
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	0	1	0	1	0	1	0	0	1	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



Results

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

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

V/C = (124 + 379 + 226 + 115) / 1375 = 0.539 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AVE I/S No: 99244

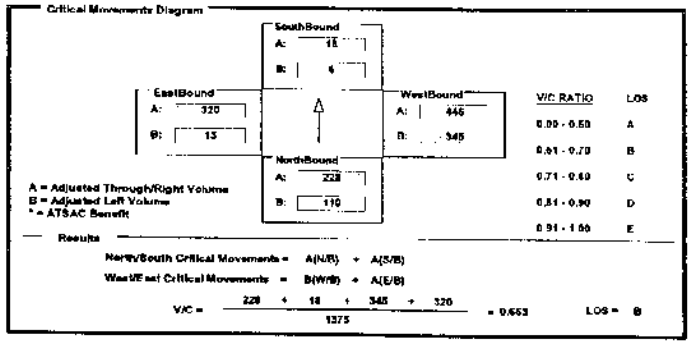
AM/PM: PM Comments: INT# 107

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	217	3	1043	8	5	13	628	891	7	13	960	424
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	3	1043	8	5	13	628	891	7	13	960	424
LANE	1	1	0	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Free				

Critical Movements Diagram



Results

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

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

V/C = (228 + 15 + 345 + 320) / 1375 = 0.653 LOS = B

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AVE W/E: WASHINGTON PLACE I/S No: 99210

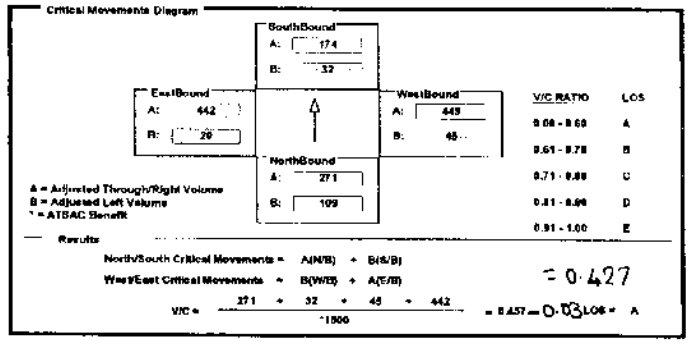
AM/PM: PM Comments: INT# 108

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	109	73	89	32	129	13	45	898	17	20	864	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	73	89	32	129	13	45	898	17	20	864	24
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	1	0	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



Results

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

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

= 0.427

V/C = (271 + 32 + 45 + 442) / 1500 = 0.457 = 0.03 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: OCEAN PARK BLVD I/S No: 99306

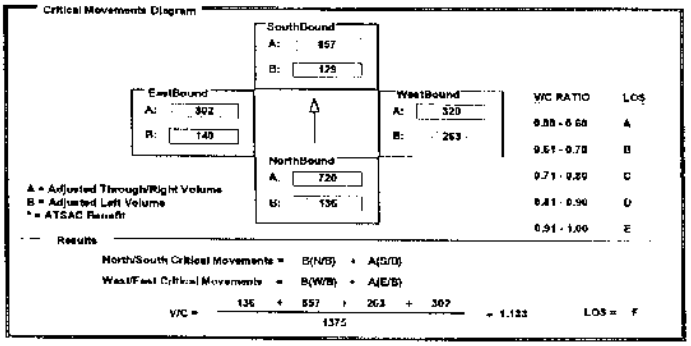
AM/PM: PM Comments: INT# 109

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	1439	87	129	1620	93	263	585	55	140	512	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1439	87	129	1620	93	263	585	55	140	512	91
LANE	1	0	2	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{136 + 857 + 263 + 302}{1375} = 1.133 \qquad LOS = F$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BLVD I/S No: 99312

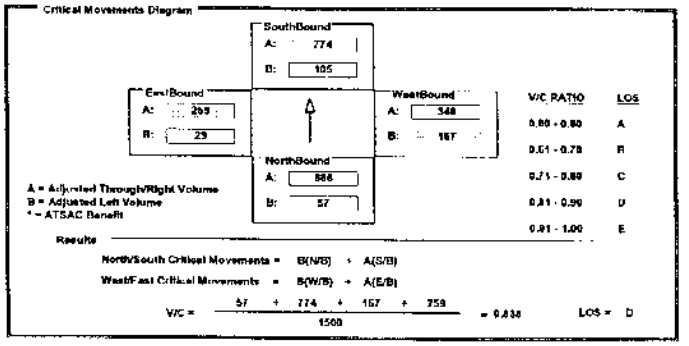
AM/PM: PM Comments: INT# 110

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	57	553	133	105	774	50	167	348	104	29	259	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	553	133	105	774	50	167	348	104	29	259	56
LANE	1	0	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



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)

$$V/C = \frac{57 + 774 + 167 + 259}{1500} = 0.838 \qquad LOS = D$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NIELSON WAY W/E: OCEAN PARK BLVD I/S No: 99314

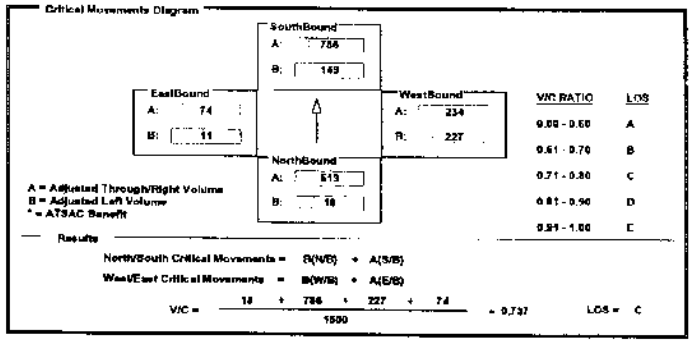
AM/PM: PM Comments: INT# 111

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	1111	126	149	1553	18	227	114	120	11	63	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	1111	126	149	1553	18	227	114	120	11	63	23
LANE	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



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)

$$V/C = \frac{18 + 786 + 227 + 74}{1500} = 0.737 \qquad LOS = C$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

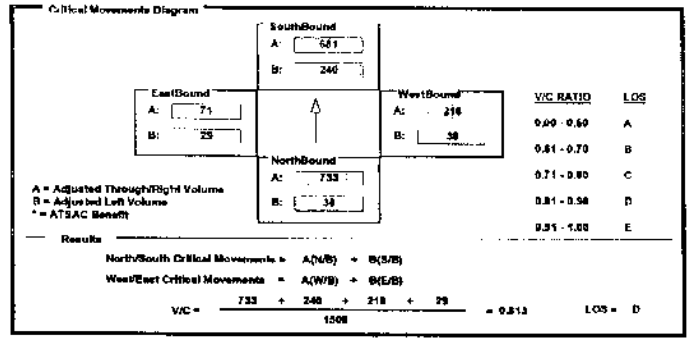
AM/PM: PM Comments: INT# 112

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	38	1292	173	240	1323	39	58	33	402	29	58	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	1292	173	240	1323	39	58	33	402	29	58	26
LANE	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



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)

$$V/C = \frac{733 + 240 + 218 + 29}{1500} = 0.813 \qquad LOS = D$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY | W/E: FIJI WAY | I/S No: 99180

AM/PM: PM | Comments: INT# 113

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	771	0	179	0	199	556	129	216	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	771	0	179	0	199	556	129	216	0
LANE	0 0 0	0 0 0	0 0 0	2 0 0	0 0 1	0	0 0 1	0 0 1	0	1 0 2	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 424

EastBound A: 108 B: 129

WestBound A: 199 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 = (0 + 424 + 199 + 129) / 1500 = 0.561 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY | W/E: MINDANAO WAY | I/S No: 99182

AM/PM: PM | Comments: INT# 114

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	870	112	374	1011	20	243	50	501	36	53	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	870	112	374	1011	20	243	50	501	36	53	35
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0		1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 515 B: 374

EastBound A: 86 B: 36

WestBound A: 314 B: 147

NorthBound A: 491 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 = A(N/B) + B(S/B)

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

V/C = (491 + 374 + 314 + 86) / 1575 = 0.921 LOS = E

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY | W/E: ADMIRALTY WAY | I/S No: 99184

AM/PM: PM | Comments: INT# 115

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	59	114	344	87	167	106	1229	132	67	1114	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	59	114	344	87	167	106	1229	132	67	1114	36
LANE	0 1 0	1 0 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: 167 B: 344

EastBound A: 575 B: 67

WestBound A: 681 B: 106

NorthBound A: 114 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 = A(N/B) + B(S/B)

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

V/C = (114 + 344 + 681 + 67) / 1586 = 0.804 LOS = D

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA WAY | W/E: ADMIRALTY WAY | I/S No: 99186

AM/PM: PM | Comments: INT# 116

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	365	582	589	388	0	822	0	569	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	365	582	589	388	0	822	0	569	0	0	0
LANE	0 0 2	0 0 1	0	1 0 3	0 0 0		2 0 0	0 0 2	0	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 129 B: 589

EastBound A: 0 B: 0

WestBound A: 18 B: 462

NorthBound A: 183 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 = (183 + 589 + 462 + 0) / 1429 = 0.859 LOS = D

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BLVD I/S No: 99198

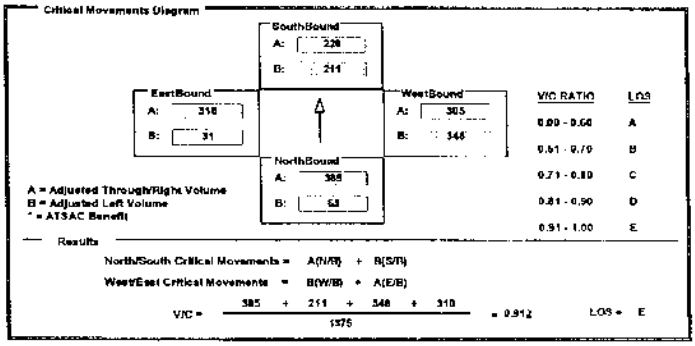
AM/PM: PM Comments: INT# 117

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	63	307	385	211	386	69	348	535	75	31	527	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	307	385	211	386	69	348	535	75	31	527	93
LANE	1	0	1	0	1	0	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: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (385 + 211 + 348 + 310) / 1375 = 0.912 LOS = E

Developed by Chun Wong 1284

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY/OCEAN AVE W/E: PICO BLVD I/S No: 99316

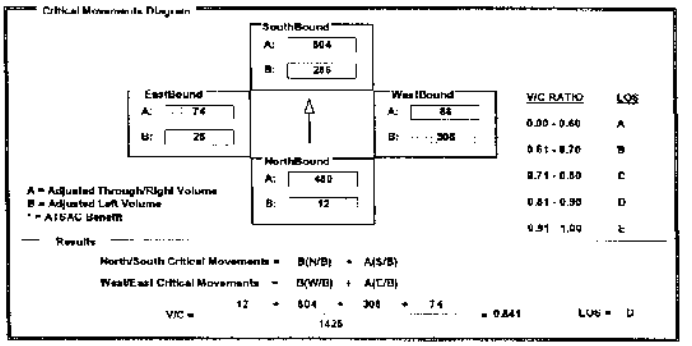
AM/PM: PM Comments: INT# 118

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	12	959	169	286	1595	12	308	88	237	28	113	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	959	169	286	1595	12	308	88	237	28	113	35
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: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (12 + 804 + 308 + 74) / 1425 = 0.841 LOS = D

Developed by Chun Wong, 1284

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MAPLE AVE I/S No: 99330

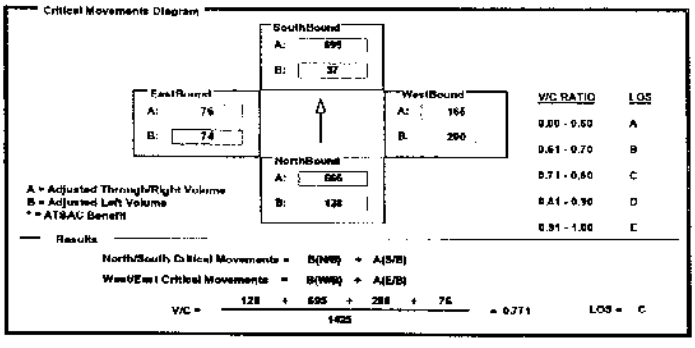
AM/PM: PM Comments: INT# 119

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	128	2617	46	37	2711	69	200	61	184	74	25	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	2617	46	37	2711	69	200	61	184	74	25	51
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (128 + 695 + 200 + 76) / 1425 = 0.771 LOS = C

Developed by Chun Wong, 1284

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: GRAND AVE I/S No: 99332

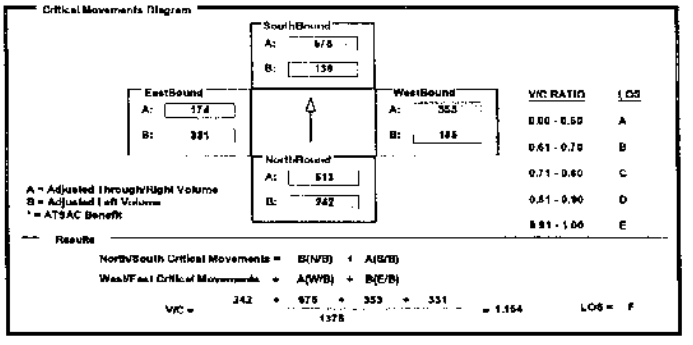
AM/PM: PM Comments: INT# 120

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	242	2052	128	136	2510	190	350	204	421	331	120	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	2052	128	136	2510	190	350	204	421	331	120	174
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



Results

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

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

V/C = (342 + 678 + 353 + 331) / 1378 = 1.554 LOS = F

Developed by Chun Wong, 1284

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARINE AVE I/S No: 99334

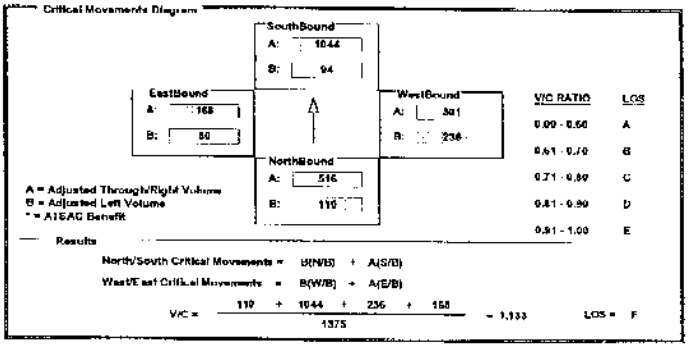
AM/PM: PM Comments: INT# 121

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	110	1434	114	170	3133	146	236	301	146	80	277	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	1434	114	170	3133	146	236	301	146	80	277	58
LANE	1	0	2	0	1	0	2	0	3	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (110 + 1044 + 236 + 168) / 1375 = 1.333 LOS = F

Developed by Chen Wang, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANHATTAN BEACH BLVD I/S No: 99336

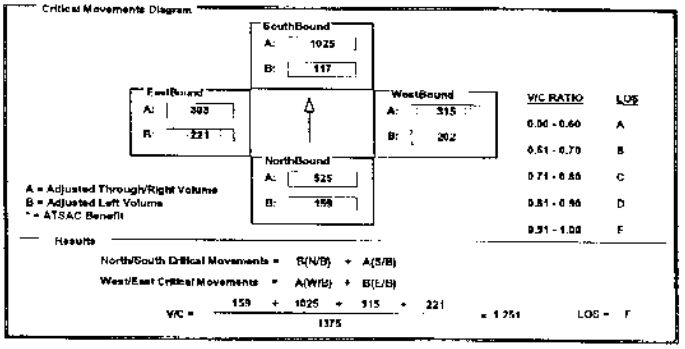
AM/PM: PM Comments: INT# 122

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	159	1420	155	212	2913	163	202	630	210	221	606	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	1420	155	212	2913	163	202	630	210	221	606	147
LANE	1	0	2	0	1	0	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

V/C = (159 + 1025 + 315 + 221) / 1375 = 1.251 LOS = F

Developed by Chen Wang, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: SHORT I/S No: 20460

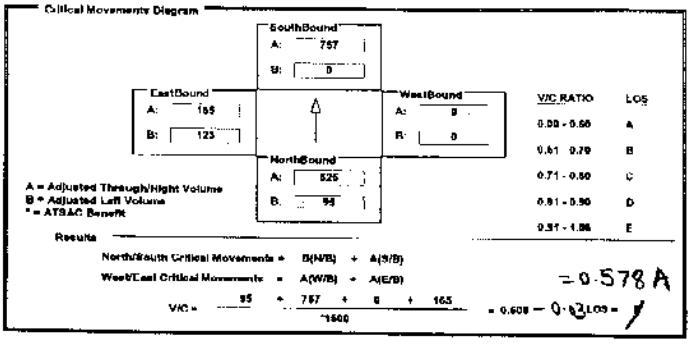
AM/PM: PM Comments: INT# 123

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	95	1081	0	0	1439	74	0	0	0	123	0	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	1081	0	0	1439	74	0	0	0	123	0	165
LANE	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (95 + 757 + 0 + 165) / 1500 = 0.608 = 0.578 A LOS = A

Developed by Chen Wang, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: PICO BLVD I/S No: 99308

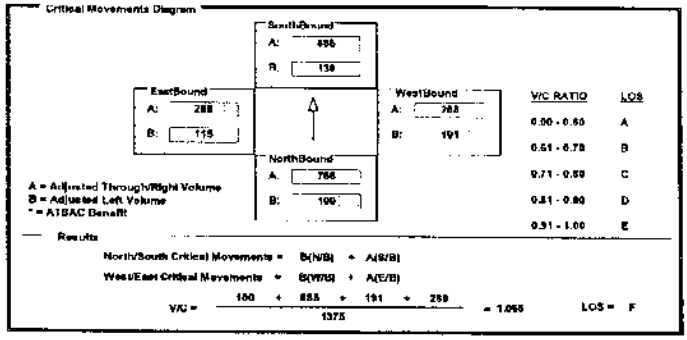
AM/PM: PM Comments: INT# 124

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	1331	201	136	1688	82	347	467	108	209	436	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	1331	201	136	1688	82	347	467	108	209	436	140
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	2	0	1	0	1	0	2	0	1	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



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 = (100 + 885 + 191 + 288) / 1375 = 1.066 LOS = F

Developed by Chen Wang, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AVE W/E: WILSHIRE BLVD I/S No: 99320

AM/PM: PM Comments: INT# 125

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	916	267	147	650	0	427	0	426	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	916	267	147	650	0	427	0	426	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0	0	1	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: 525 B: 147

EastBound A: 0 B: 0

WestBound A: 210 B: 284

NorthBound A: 458 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 = (458 + 147 + 284 + 0) / 1425 = 0.624 LOS = B

Developed by Chen Wang 12/01

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AVE W/E: PALISADES BEACH RD RAMPS I/S No: 99318

AM/PM: PM Comments: INT# 126

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	526	888	1	4	1243	119	6	31	27	170	1	669
AMBIENT												
RELATED												
PROJECT												
TOTAL	526	888	1	4	1243	119	6	31	27	170	1	669
LANE	2	0	1	0	1	0	0	1	0	2	0	0	1	0	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: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 622 B: 4

EastBound A: 335 B: 170

WestBound A: 37 B: 6

NorthBound A: 445 B: 290

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 = (290 + 622 + 37 + 335) / 1375 = 0.934 LOS = E

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BLVD I/S No: 99294

AM/PM: PM Comments: INT# 127

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	47	102	102	156	226	49	148	990	149	30	692	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	102	102	156	226	49	148	990	149	30	692	81
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 156 B: 156

EastBound A: 387 B: 30

WestBound A: 570 B: 148

NorthBound A: 102 B: 47

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 = (102 + 156 + 570 + 30) / 1425 = 0.602 LOS = B

Developed by Chen Wang 12/01

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BLVD I/S No: 99292

AM/PM: PM Comments: INT# 128

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	383	45	120	636	496	122	510	108	352	474	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	383	45	120	636	496	122	510	108	352	474	43
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	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: 566 B: 120

EastBound A: 259 B: 552

WestBound A: 309 B: 122

NorthBound A: 214 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 = B(N/B) + A(S/B)

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

V/C = (27 + 566 + 309 + 352) / 1375 = 0.912 LOS = E

Developed by Chen Wang 12/01

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #129 4th St & Ocean Park Bl North [Existing PM Peak Hour]

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	334	0	0	515	25	0	0	0	33	18	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	334	0	0	515	25	0	0	0	33	18	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	352	0	0	542	26	0	0	0	35	19	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	352	0	0	542	26	0	0	0	35	19	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	352	0	0	542	26	0	0	0	35	19	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.65	0.35	1.00
Final Sat.:	599	661	0	0	687	779	0	0	0	315	171	563
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	xxxx	xxxx	0.79	0.03	xxxx	xxxx	xxxx	0.11	0.11	0.11
Crit Moves:		****			****							****
Delay/Veh:	8.8	13.9	0.0	0.0	24.2	7.4	0.0	0.0	0.0	10.4	10.4	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	13.9	0.0	0.0	24.2	7.4	0.0	0.0	0.0	10.4	10.4	9.3
LOS by Move:	A	B	*	*	C	A	*	*	*	B	B	A
ApproachDel:		13.6			23.4			xxxxxx			9.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		13.6			23.4			xxxxxx			9.8	
LOS by Appr:		B			C			*			A	

****

Traffix 7.5.0615 (c) 2001 Dowling Assoc. Licensed to KAKU, SANTA MONICA, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #130 4th St & Ocean Park Bl South [Existing PM Peak Hour]

****

Cycle (sec):	100	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	300	55	101	414	0	54	6	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	300	55	101	414	0	54	6	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	316	58	106	436	0	57	6	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	316	58	106	436	0	57	6	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	316	58	106	436	0	57	6	23	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	0	672	763	631	698	0	439	46	572	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.47	0.08	0.17	0.62	xxxx	0.13	0.13	0.04	xxxx	xxxx	xxxx
Crit Moves:		****			****			****				
Delay/Veh:	0.0	12.5	7.7	9.4	15.8	0.0	10.5	10.5	8.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	7.7	9.4	15.8	0.0	10.5	10.5	8.7	0.0	0.0	0.0
LOS by Move:	*	B	A	A	C	*	B	B	A	*	*	*
ApproachDel:		11.7			14.5			10.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.7			14.5			10.0			xxxxxx	
LOS by Appr:		B			B			B			*	

****

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WILSHIRE BLVD I/S No: 99310

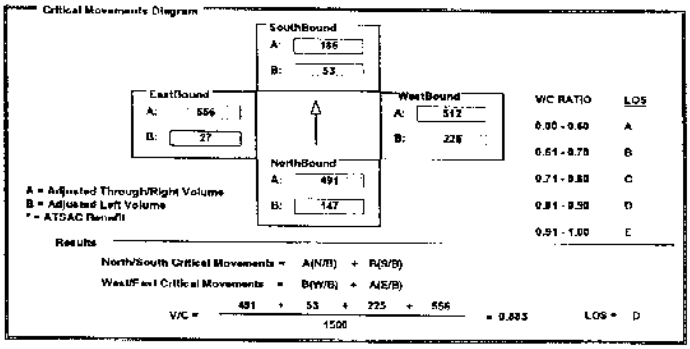
AM/PM: PM Comments: INT# 131

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	491	374	53	358	14	225	1024	41	27	1112	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	491	374	53	358	14	225	1024	41	27	1112	178
LANE	1 0 1	0 0 1	0	1 0 1	0 0 1	0	1 0 2	0 0 1	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



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 = (491 + 53 + 225 + 556) / 1500 = 0.883 LOS = D

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BLVD I/S No: 99282

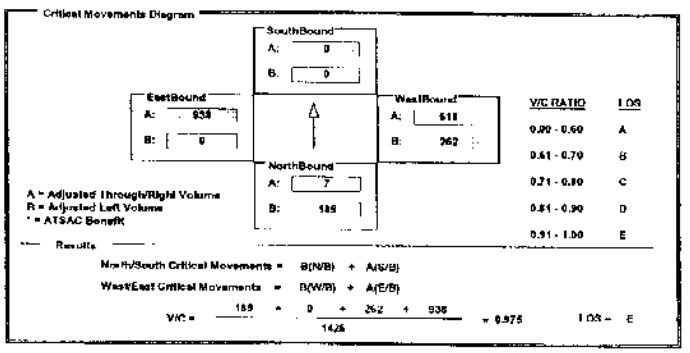
AM/PM: PM Comments: INT# 132

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	189	0	138	0	0	0	262	1235	0	0	1710	166
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	0	138	0	0	0	262	1235	0	0	1710	166
LANE	1 0 0	0 0 1	0	0 0 0	0 0 0	0	1 0 2	0 0 0	0	0 0 1	0 1 0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (189 + 0 + 262 + 938) / 1425 = 0.975 LOS = E

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BLVD I/S No: 99280

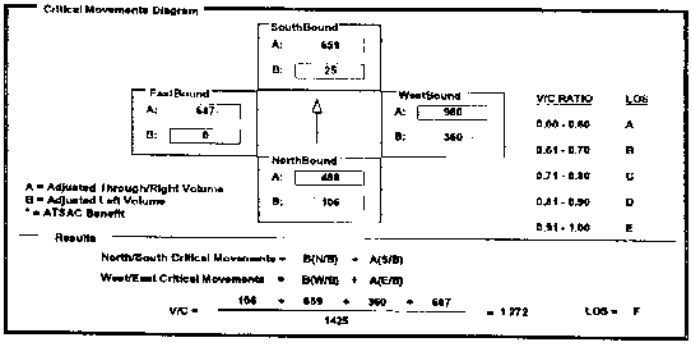
AM/PM: PM Comments: INT# 133

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	377	175	25	634	16	360	946	34	0	1088	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	377	175	25	634	16	360	946	34	0	1088	286
LANE	0 1 0	0 1 0	0	0 1 0	0 0 1	0	0 1 0	0 1 0	0	0 1 0	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (106 + 659 + 360 + 647) / 1425 = 1.772 LOS = F

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: PICO BLVD I/S No: 99302

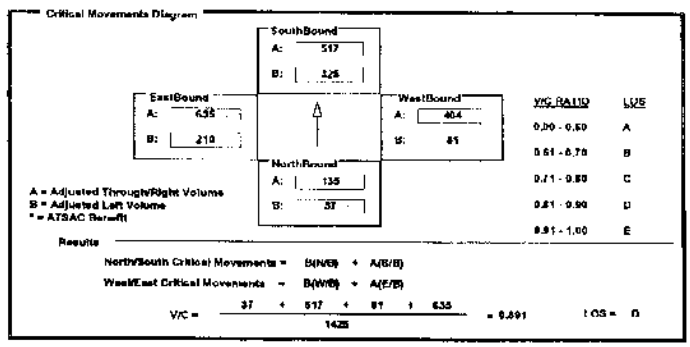
AM/PM: PM Comments: INT# 134

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	239	31	325	461	622	81	701	107	382	1238	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	239	31	325	461	622	81	701	107	382	1238	31
LANE	1 0 1	0 1 0	0	1 0 1	0 0 1	0	1 0 1	0 1 0	0	2 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (37 + 517 + 81 + 635) / 1425 = 0.891 LOS = D

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: OCEAN PARK BLVD I/S No: 99304

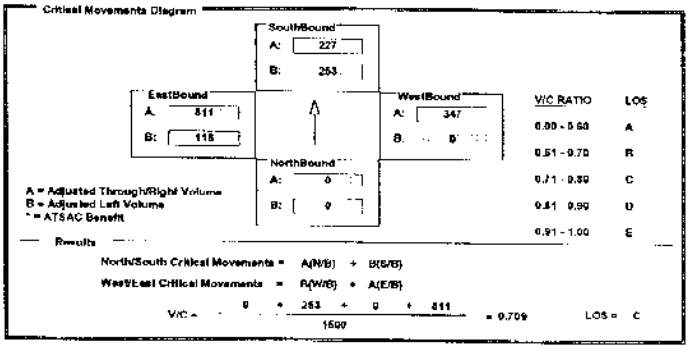
AM/PM: PM Comments: INT# 135

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	253	0	227	0	600	94	118	1149	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	253	0	227	0	600	94	118	1149	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 253 + 0 + 811) / 1600 = 0.709 LOS = C

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BLVD I/S No: 99284

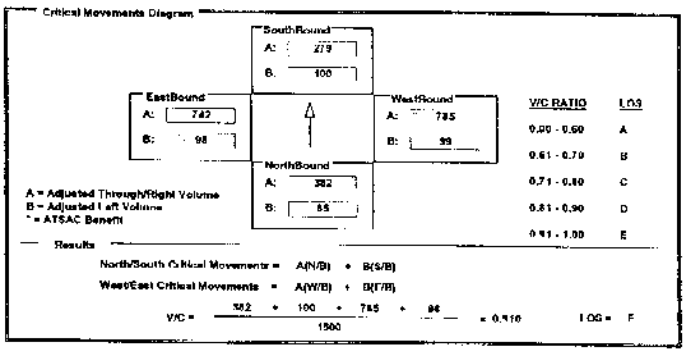
AM/PM: PM Comments: INT# 136

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	85	616	148	100	492	66	99	1352	218	98	1396	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	616	148	100	492	66	99	1352	218	98	1396	85
LANE	1	0	1	0	1	0	0	1	0	1	0	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



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 = (382 + 100 + 785 + 99) / 1500 = 0.916 LOS = E

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AVE I/S No: 99286

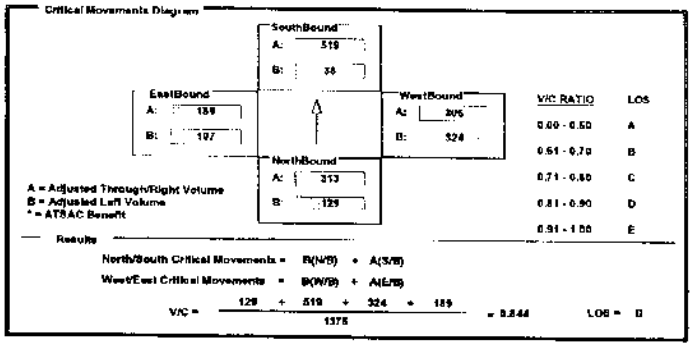
AM/PM: PM Comments: INT# 137

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	129	515	111	38	943	95	324	515	96	107	345	316
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	515	111	38	943	95	324	515	96	107	345	316
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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: OLA	

Critical Movements Diagram



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 = (129 + 519 + 324 + 189) / 1375 = 0.844 LOS = D

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: I-10 FWY EB ON-RAMP I/S No: 99293

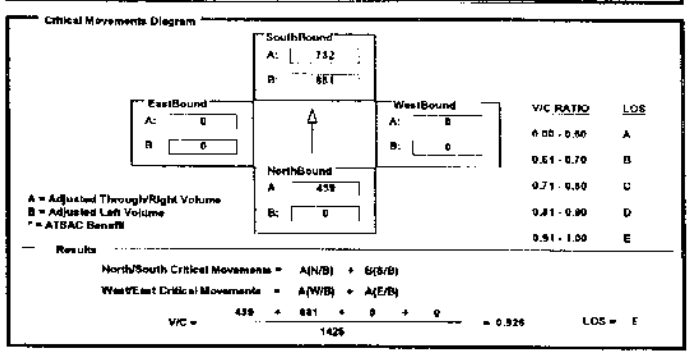
AM/PM: PM Comments: INT# 138

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	416	439	1602	1442	22	0	0	0	0	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	416	439	1602	1442	22	0	0	0	0	0	70
LANE	0	0	2	0	0	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free	

Critical Movements Diagram



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 = (439 + 661 + 0 + 0) / 1425 = 0.926 LOS = E

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BLVD W/E: I-10 FWY WB OFF-RAMP I/S No: 99300

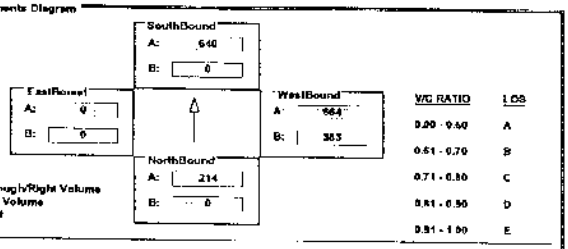
AM/PM: PM Comments: INT# 139

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	428	0	0	2560	0	697	0	1208	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	428	0	0	2560	0	697	0	1208	0	0	0
LANE	0	2	0	0	4	0	2	0	2	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (0 + 640 + 664 + 0) / 1500 = 0.869 LOS = D

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AVE I/S No: 99187

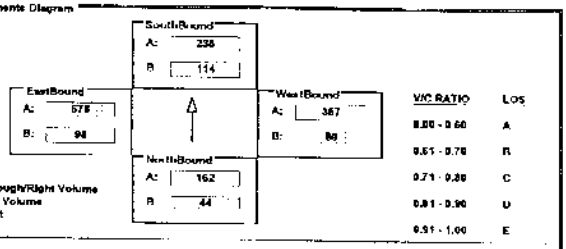
AM/PM: PM Comments: INT# 140

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	44	70	48	114	61	43	60	688	25	98	1152	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	70	48	114	61	43	60	688	25	98	1152	204
LANE	0	0	0	1	0	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



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 = (44 + 238 + 60 + 673) / 1500 = 0.810 LOS = B

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AVE I/S No: 99190

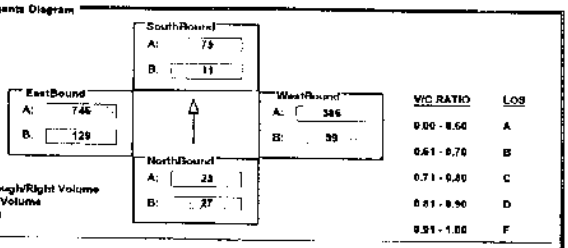
AM/PM: PM Comments: INT# 141

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	0	23	11	0	75	39	739	32	129	1435	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	11	0	75	39	739	32	129	1435	57
LANE	1	0	0	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



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	F

Results

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

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

V/C = (27 + 79 + 39 + 746) / 1500 = 0.581 LOS = A

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH DR W/E: ST ALISON AVE I/S No: 99208

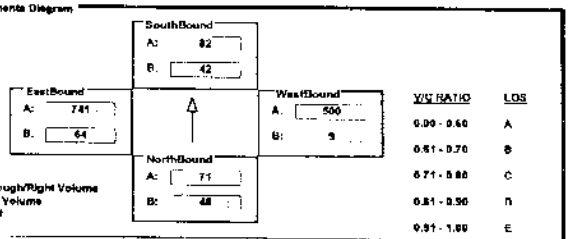
AM/PM: PM Comments: INT# 143

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	4	19	42	3	37	9	1480	19	64	2106	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	4	19	42	3	37	9	1480	19	64	2106	117
LANE	0	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (48 + 82 + 9 + 741) / 1425 = 0.618 LOS = B

Developed by Chun Wong, 12-94

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AVE W/E: SLAUSON AVE I/S No: 99200

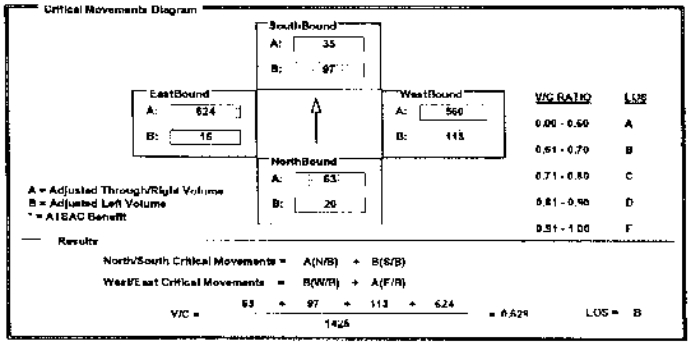
AM/PM: PM Comments: INT# 144

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	15	48	97	35	21	113	1503	178	16	1857	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	15	48	97	35	21	113	1503	178	16	1857	16
LANE	1 0	0 0	1 0	1 0	1 0	0 1	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

$$V/C = \frac{63 + 97 + 113 + 624}{1425} = 0.624 \qquad LOS = B$$

Developed by Chun Wong 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AVE I/S No: 99204

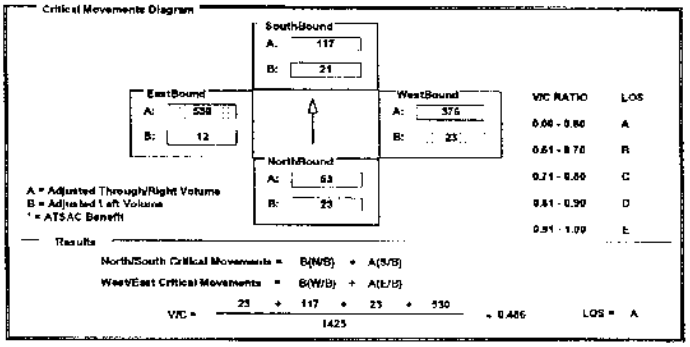
AM/PM: PM Comments: INT# 145

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	23	0	30	21	0	123	23	1127	15	21	1533	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	30	21	0	123	23	1127	15	21	1533	57
LANE	0 0	0 1	0 0	1 0	0 1	1 0	1 0	3 0	1 0	2 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{23 + 117 + 23 + 530}{1425} = 0.486 \qquad LOS = A$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: SLAUSON AVE I/S No: 99206

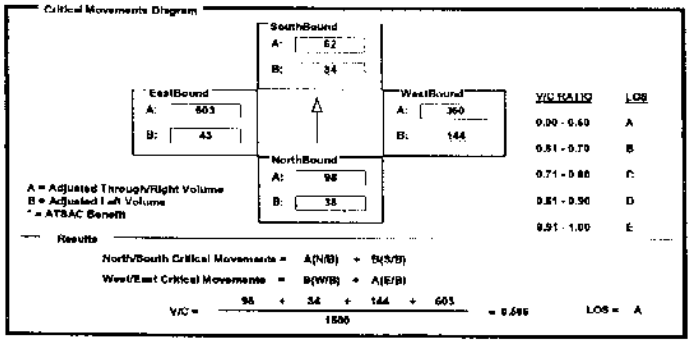
AM/PM: PM Comments: INT# 146

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	38	8	98	34	11	17	144	1058	13	43	1728	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	8	98	34	11	17	144	1058	13	43	1728	61
LANE	0 1	0 0	1 0	0 0	0 1	0 0	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{98 + 34 + 144 + 603}{1500} = 0.595 \qquad LOS = A$$

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AVE W/E: SLAUSON AVE I/S No: 99207

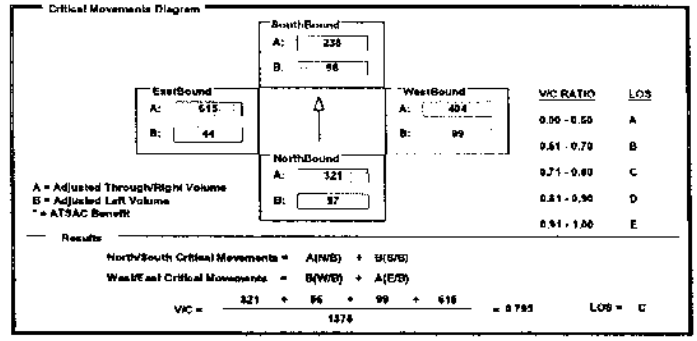
AM/PM: PM Comments: INT# 147

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	97	87	137	56	182	35	99	1173	38	44	1688	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	87	137	56	182	35	99	1173	38	44	1688	157
LANE	0 0	0 1	0 0	0 0	0 1	0 0	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{321 + 56 + 99 + 615}{1375} = 0.793 \qquad LOS = C$$

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE (MATTESON) W/E: I-405 SB ON/OFF RAMPS I/S No: 99254

AM/PM: PM Comments: INT# 148

COUNT DATE: STUDY DATE: GROWTH FACTOR:

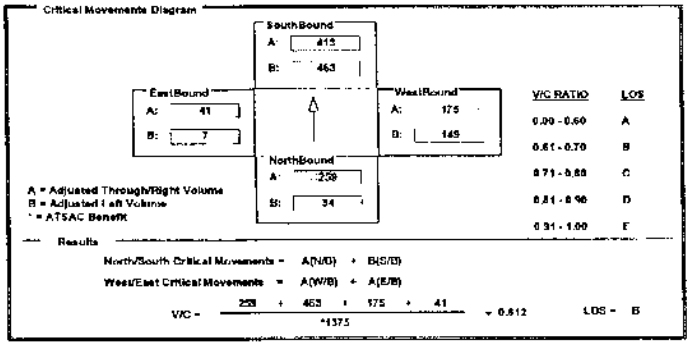
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	375	75	463	399	14	149	26	145	7	32	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	375	75	463	399	14	149	26	145	7	32	2

LANE: 0 1 0 0 1 0 0 | 0 1 0 0 1 0 0 | 0 1 0 0 0 1 0 | 0 0 0 1 0 0 0

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

Critical Movements Diagram



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 = (258 + 463 + 175 + 41) / *1375 = 0.812 LOS = B

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: WASHINGTON PL I/S No: 99262

AM/PM: PM Comments: INT# 149

COUNT DATE: STUDY DATE: GROWTH FACTOR:

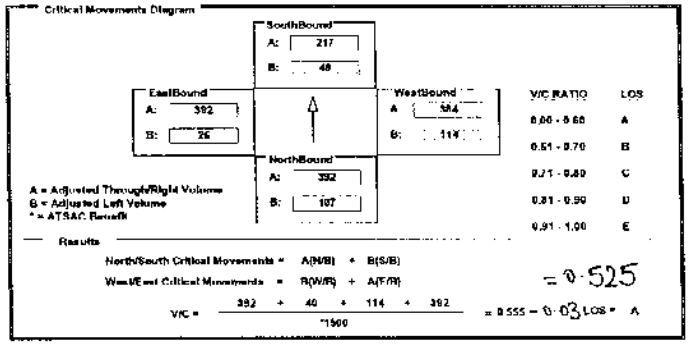
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	327	242	40	300	53	114	686	82	26	841	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	327	242	40	300	53	114	686	82	26	841	142

LANE: 0 1 0 0 1 0 0 | 0 1 0 0 1 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



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)

= 0.525

V/C = (392 + 40 + 114 + 392) / *1500 = 0.555 = 0.03 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: WASHINGTON BLVD I/S No: 99260

AM/PM: PM Comments: INT# 150

COUNT DATE: STUDY DATE: GROWTH FACTOR:

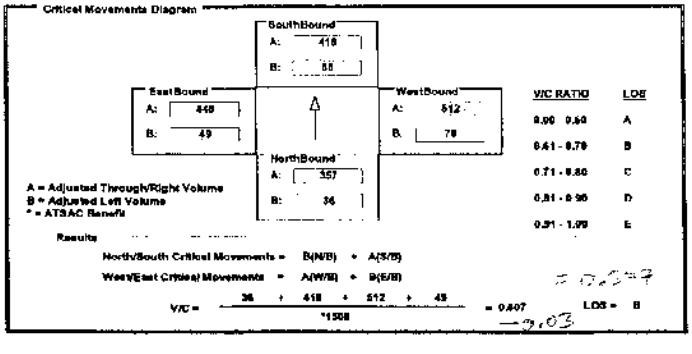
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	555	87	88	440	43	78	949	75	49	802	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	555	87	88	440	43	78	949	75	49	802	78

LANE: 0 1 0 0 1 0 0 | 0 1 0 0 1 0 0 | 0 1 0 1 0 1 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



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)

= 0.607

V/C = (36 + 418 + 512 + 49) / *1500 = 0.607 LOS = B

= 0.603

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: I-405 SB (CULVER) OFF RAMP I/S No: 99256

AM/PM: PM Comments: INT# 151

COUNT DATE: STUDY DATE: GROWTH FACTOR:

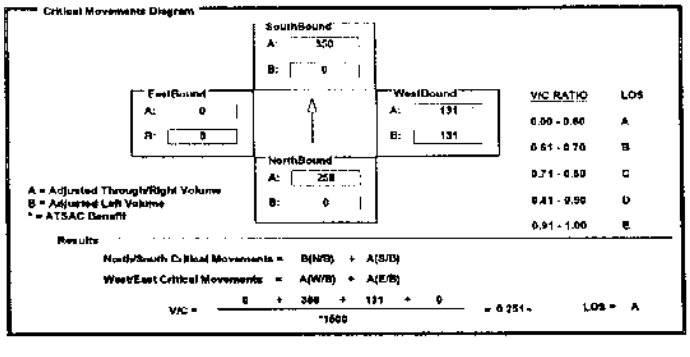
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	516	0	0	700	0	217	0	45	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	516	0	0	700	0	217	0	45	0	0	0

LANE: 0 0 2 0 0 0 0 | 0 0 2 0 0 0 0 | 1 0 0 0 0 0 1 | 0 0 0 0 0 0 0

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

Critical Movements Diagram



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 = (0 + 389 + 131 + 0) / *1500 = 0.251 LOS = A

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BLVD W/E: BRADDOCK DR I/S No: 99166

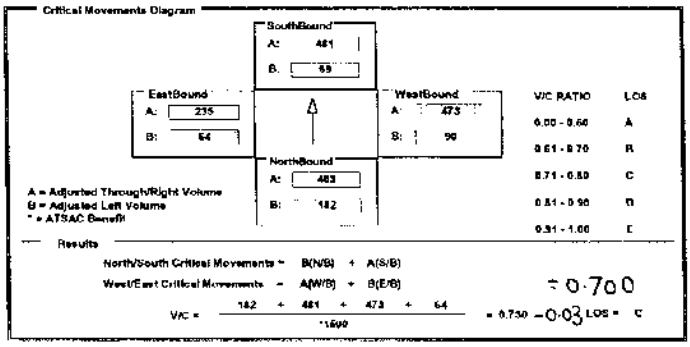
AM/PM: PM Comments: INT# 152

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	182	605	200	69	682	279	90	311	72	64	131	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	605	200	69	682	279	90	311	72	64	131	104
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	1	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



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) = 0.700

V/C = (182 + 481 + 473 + 64) / 1600 = 0.750 −0.03 LOS = C

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: BRADDOCK DR I/S No: 99264

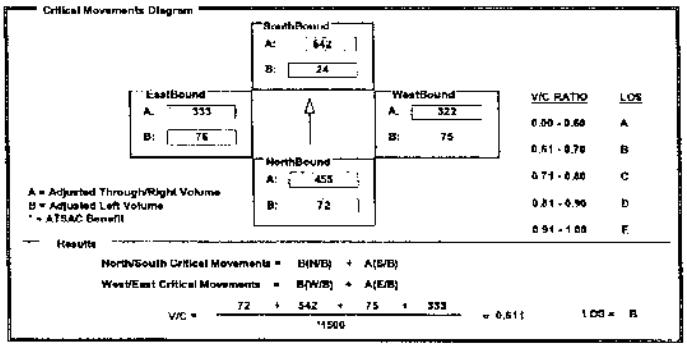
AM/PM: PM Comments: INT# 153

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	72	855	54	24	1001	62	75	224	23	76	195	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	855	54	24	1001	62	75	224	23	76	195	62
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (72 + 542 + 75 + 333) / 1600 = 0.611 LOS = B

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WASHINGTON PL I/S No: 99270

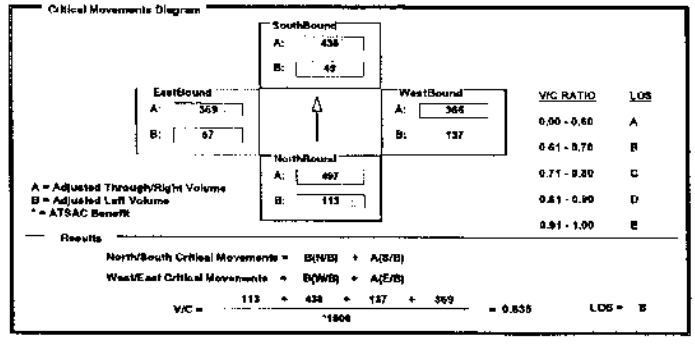
AM/PM: PM Comments: INT# 154

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	878	116	49	853	23	137	668	63	57	626	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	878	116	49	853	23	137	668	63	57	626	111
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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



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 = (113 + 436 + 137 + 369) / 1600 = 0.635 LOS = B

Developed by Chen Wang 12/94

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WASHINGTON BLVD I/S No: 99272

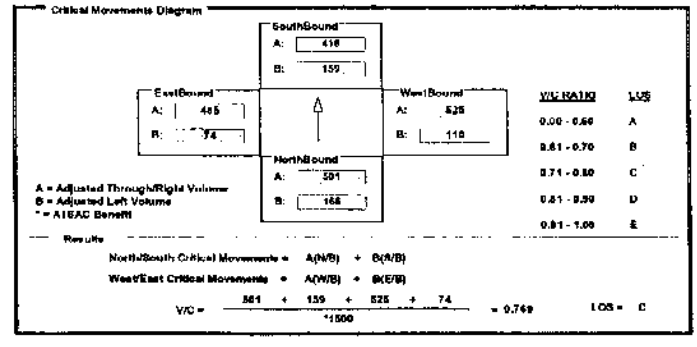
AM/PM: PM Comments: INT# 155

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	188	689	112	159	750	82	110	893	157	74	798	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	689	112	159	750	82	110	893	157	74	798	173
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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



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 = (581 + 159 + 525 + 74) / 1600 = 0.769 LOS = C

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2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-405 NB ON/OFF RAMPS I/S No: 99266

AM/PM: PM Comments: INT# 156

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	884	7	0	931	200	0	0	0	573	0	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	884	7	0	931	200	0	0	0	573	0	157
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Perm		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 466 B: 0

EastBound A: 365 B: 365

WestBound A: 0 B: 0

NorthBound A: 442 B: 307

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 = (307 + 466 + 0 + 365) / *1425 = 0.729 LOS = C

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: VENICE BLVD I/S No: 99249

AM/PM: PM Comments: INT# 157

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	1083	242	83	705	108	380	2363	117	207	1969	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	1083	242	83	705	108	380	2363	117	207	1969	111
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Perm		OLA		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram

SouthBound A: 355 B: 83

EastBound A: 656 B: 114

WestBound A: 788 B: 209

NorthBound A: 642 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 = A(N/B) + B(S/B)

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

V/C = (642 + 83 + 788 + 114) / *1425 = 1.092 LOS = F

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: WASHINGTON BLVD I/S No: 99250

AM/PM: PM Comments: INT# 158

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	858	354	85	662	70	345	946	49	174	932	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	858	354	85	662	70	345	946	49	174	932	116
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	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	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 331 B: 85

EastBound A: 466 B: 174

WestBound A: 496 B: 345

NorthBound A: 328 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 = B(N/B) + A(S/B)

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

V/C = (141 + 331 + 345 + 466) / *1375 = 0.853 LOS = D

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AVE W/E: BRADDOCK DR I/S No: 99246

AM/PM: PM Comments: INT# 159

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	76	1101	69	45	1345	57	74	115	22	37	104	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	1101	69	45	1345	57	74	115	22	37	104	37
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	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: 701 B: 45

EastBound A: 178 B: 37

WestBound A: 211 B: 74

NorthBound A: 585 B: 76

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 = (76 + 701 + 74 + 178) / *1500 = 0.616 LOS = B

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AVE W/E: VENICE BLVD I/S No: 99176

AM/PM: PM Comments: INT# 160

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	49	479	43	216	679	459	124	1675	130	154	1904	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	479	43	216	679	459	124	1675	130	154	1904	15
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 2	0 1 0		1 0 2	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: 216

EastBound A: 640 B: 154

WestBound A: 802 B: 124

NorthBound A: 261 B: 49

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 = (49 + 679 + 124 + 640) / 1500 = 0.925 LOS = E

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GULVER BLVD W/E: VENICE BLVD I/S No: 99174

AM/PM: PM Comments: INT# 161

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	61	606	361	52	65	404	2045	267	48	1891	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	61	606	361	52	65	404	2045	267	48	1891	13
LANE	1 0 1	0 2 0		1 0 0	1 0 1		1 0 3	0 0 1		1 0 3	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 239 B: 239

EastBound A: 530 B: 48

WestBound A: 682 B: 404

NorthBound A: 131 B: 68

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 = (131 + 239 + 404 + 530) / 1426 = 0.916 LOS = E

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CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AVE W/E: WASHINGTON BLVD I/S No: 99274

AM/PM: PM Comments: INT# 162

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	140	4	490	0	917	150	370	1055	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	140	4	490	0	917	150	370	1055	0
LANE	0 0 0	0 0 0		1 0 0	0 1 0		0 0 1	0 1 0		1 0 2	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 305 B: 140

EastBound A: 528 B: 378

WestBound A: 534 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 = (0 + 305 + 534 + 370) / 1425 = 0.778 LOS = C

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: NATIONAL BLVD I/S No: 99154

AM/PM: PM Comments: INT# 163

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	820	0	0	0	509	339	0	0	759	389
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	820	0	0	0	509	339	0	0	759	389
LANE	0 0 0	0 0 2		0 0 0	0 0 0		1 1 0	0 0 0		0 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 574 B: 0

WestBound A: 303 B: 313

NorthBound A: 451 B: 0

569 × 0.55 = 313

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

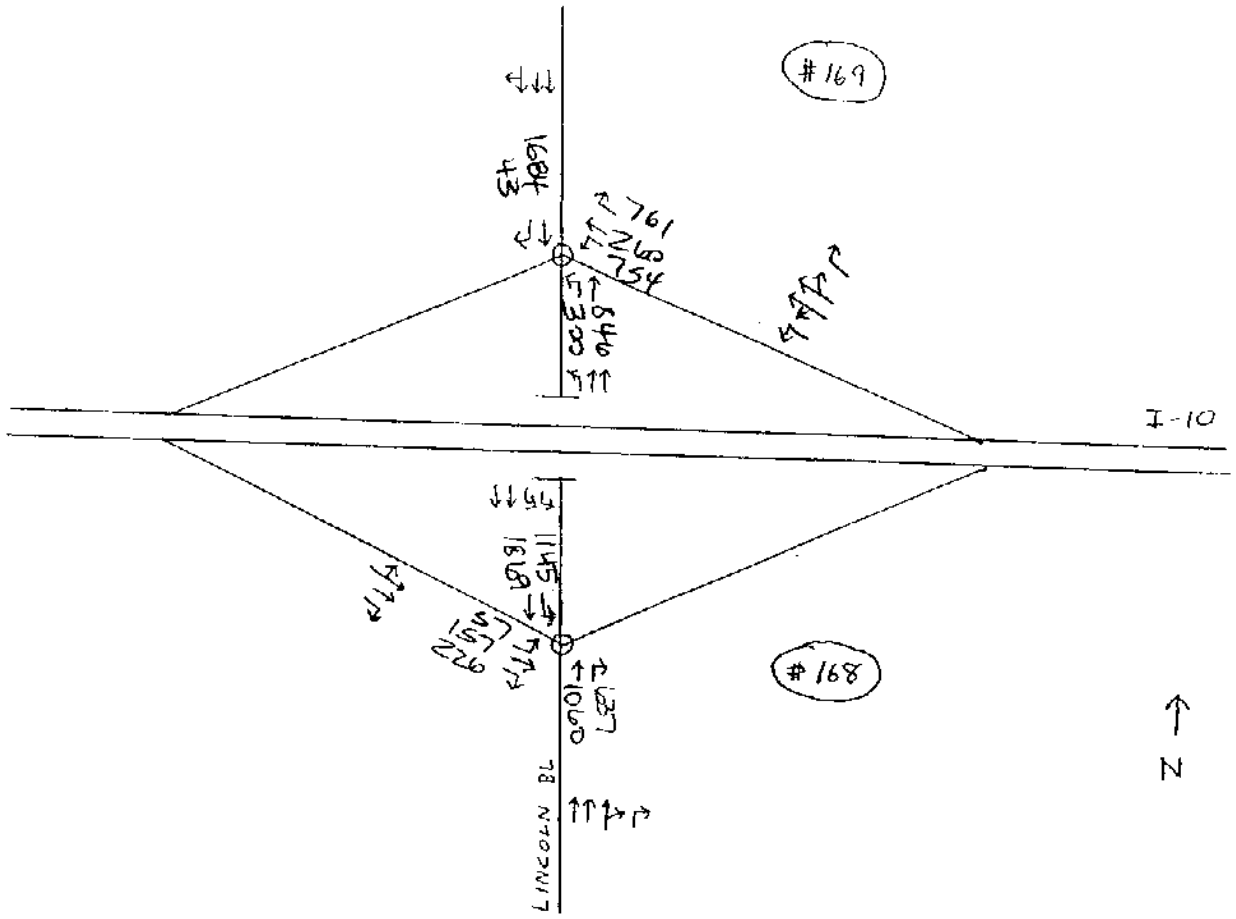
Results

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

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

V/C = (451 + 0 + 313 + 874) / 1500 = 0.613 LOS = B

D 0.613 LOS B



EXISTING
PM PEAK HOUR

(#168)

NB Critical = 300 OR (1060−300+637)/3 = (466)

SB Critical = 1145 X 0.55 (630) OR 1869/2 = 935

EB Critical = (57+157)/2 = 107 OR (226)

WB Critical = ϕ

$$\frac{466+630+226+\phi}{1425} = \boxed{0.928 \text{ LOS E}}$$

(#169)

NB Critical = (300) OR 846/2 = 423

SB Critical = 1145 x 0.55 = (630) OR (1684−630+43)/2 = 549

EB Critical = ϕ

WB Critical = (761+130)/2 = (446) OR (754+130)/2 = 442

$$\frac{300+630+\phi+446}{1425} = \boxed{0.966 \text{ LOS E}}$$

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: RODEO RD I/S No: 99156

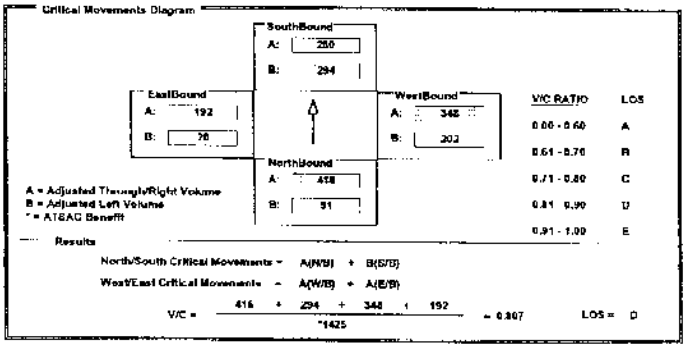
AM/PM: PM Comments: INT# 164

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	832	770	294	559	33	367	348	15	20	343	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	832	770	294	559	33	367	348	15	20	343	65
LANE	1	0	2	0	0	0	1	0	2	0	1	0	2	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (416 + 294 + 348 + 192) / 1425 = 0.807 LOS = D

Developed by Chun Wong, 1994

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BLVD W/E: DUQUESNE AVE I/S No: 99236

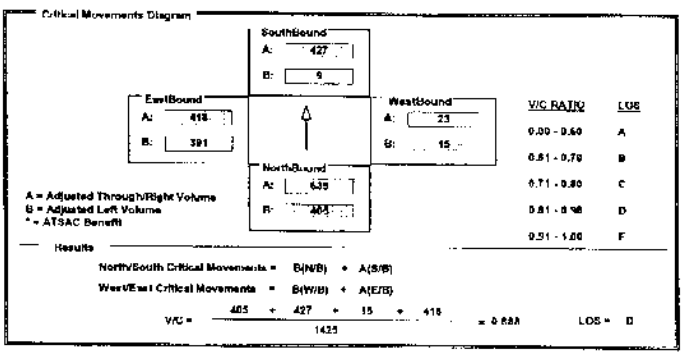
AM/PM: PM Comments: INT# 165

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	405	1262	16	9	854	180	15	23	17	391	26	392
AMBIENT												
RELATED												
PROJECT												
TOTAL	405	1262	16	9	854	180	15	23	17	391	26	392
LANE	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (405 + 427 + 15 + 418) / 1425 = 0.888 LOS = D

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: GREEN VALLEY CIRCLE I/S No: 99228

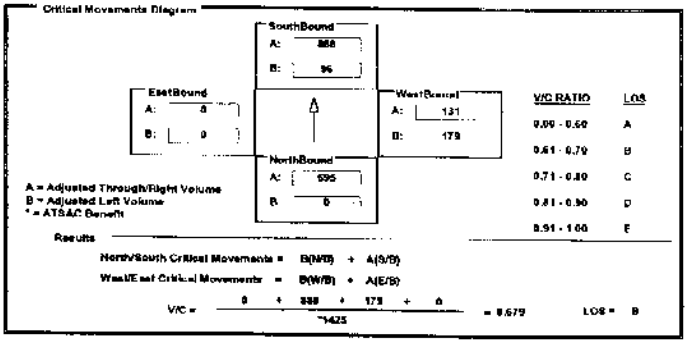
AM/PM: PM Comments: INT# 166

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	2085	198	174	1776	0	345	0	193	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2085	198	174	1776	0	345	0	193	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	1	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



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 = (0 + 888 + 179 + 0) / 1425 = 0.679 LOS = B

Developed by Chun Wong, 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #167 Walgrove Av & Washington Bl [Existing PM Peak Hour]

****

Average Delay (sec/veh): 16.7 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	3	0	14	2	0	162	219	913	4	1	922	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	14	2	0	162	219	913	4	1	922	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	0	15	2	0	171	231	961	4	1	971	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	15	2	0	171	231	961	4	1	971	67
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1912	xxxx	483	1948	xxxx	519	1038	xxxx	xxxxx	965	xxxx	xxxxx
Potent Cap.:	42	xxxx	535	40	xxxx	507	678	xxxx	xxxxx	722	xxxx	xxxxx
Move Cap.:	21	xxxx	535	28	xxxx	507	678	xxxx	xxxxx	722	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	10.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	556	xxxxx	xxxx	478	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.7	xxxxx	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	A	*	*
ApproachDel:		11.7			16.7			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

2003PM

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March 3, 2005 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BLVD W/E: VENICE BLVD I/S No: 20880

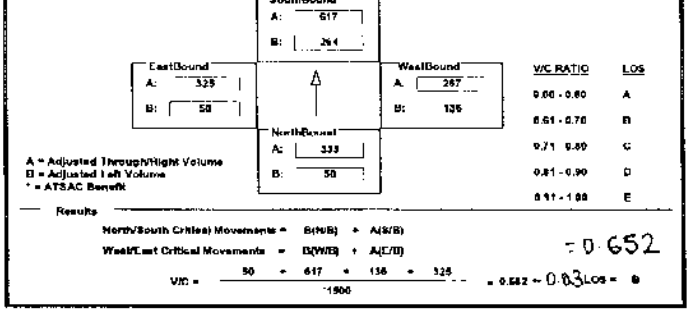
AM/PM: PM Comments: INT# 171

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	50	333	93	264	570	47	136	574	226	50	650	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	333	93	264	570	47	136	574	226	50	650	39
LANE	1	0	1	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	2	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



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)

= 0.652

V/C = (50 + 617 + 136 + 325) / 1900 = 0.652 ~ 0.63 LOS = B

Developed by Chun Wong 12/04

2003PM

CalcaDB

March 3, 2005 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AVE I/S No: 20160

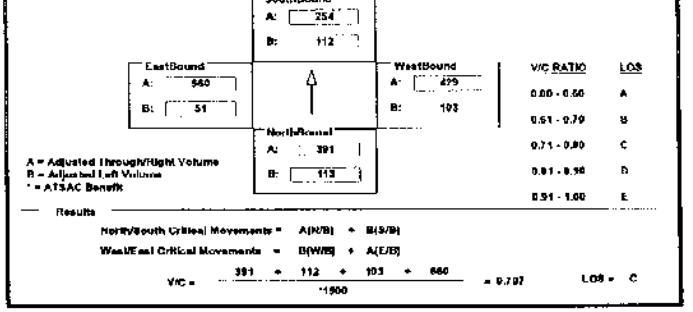
AM/PM: PM Comments: INT# 172

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	618	163	112	491	17	103	857	80	51	1120	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	618	163	112	491	17	103	857	80	51	1120	105
LANE	1	0	1	1	0	0	1	0	1	1	0	0	1	0	2	0	0	1	1	0	2	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



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 = (391 + 112 + 103 + 560) / 1900 = 0.797 LOS = C

Developed by Chun Wong 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HUNDY DR W/E: I-10 EISENHAMI* I/S No: 99346

AM/PM: PM Comments: INT# 173

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	847	948	603	1648	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	847	948	603	1648	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0 0			0 0 0 0 0 0 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 824 B: 603

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 948 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 = + +

V/C = (948 + 603 + +) / *1500 = 0.964 LOS = E

Developed by Chun Wong 1/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: PM Comments: INT# 174

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	898	23	36	1286	329	45	326	17	256	312	186
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	898	23	36	1286	329	45	326	17	256	312	186
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			1 0 0 0 1 0 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 429 B: 36

EastBound A: 312 B: 141

WestBound A: 345 B: 45

NorthBound A: 307 B: 199

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 = (199 + 429 + 345 + 141) / *1375 = 0.739 LOS = C

Developed by Chun Wong 1/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: CENTINELA AVE I/S No: 99350

AM/PM: PM Comments: INT# 175

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	220	1158	63	298	1203	220	73	677	207	185	978	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	1158	63	298	1203	220	73	677	207	185	978	207
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 2 0 0 1 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: 712 B: 298

EastBound A: 489 B: 185

WestBound A: 442 B: 73

NorthBound A: 611 B: 220

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 = (220 + 712 + 442 + 185) / 1375 = 1.134 LOS = F

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: PM Comments: INT# 176

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	72	484	101	0	49	0	813	88	34	1026	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	72	484	101	0	49	0	813	88	34	1026	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		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 32 B: 56

EastBound A: 342 B: 34

WestBound A: 334 B: 9

NorthBound A: 266 B: 49

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 = (266 + 56 + 334 + 34) / *1375 = 0.452 LOS = A

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR BLVD W/E: GRAND AVE I/S No: 99354

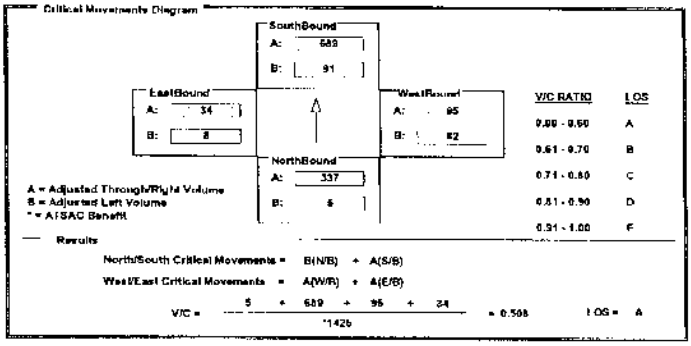
AM/PM: PM Comments: INT# 177

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	5	480	194	91	1372	6	155	9	95	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	480	194	91	1372	6	155	9	95	8	12	14
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 1 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{5 + 589 + 95 + 34}{1426} = 0.508 \qquad LOS = A$$

Developed by Chen Wang 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99366

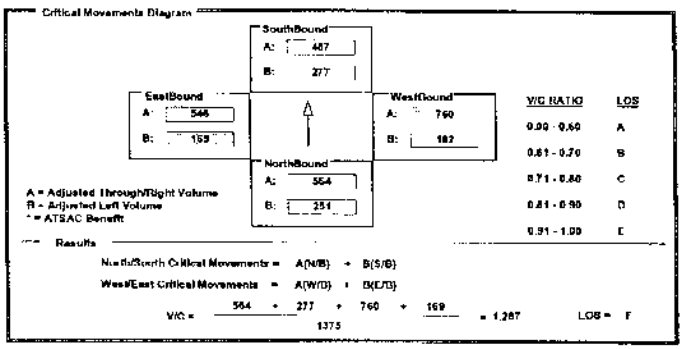
AM/PM: PM Comments: INT# 176

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	251	1692	143	277	1322	139	182	1317	202	168	1021	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	1692	143	277	1322	139	182	1317	202	168	1021	71
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{564 + 277 + 760 + 169}{1375} = 1.287 \qquad LOS = F$$

Developed by Chen Wang 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

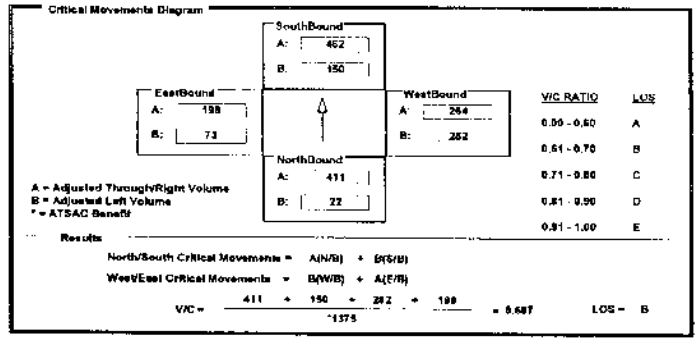
AM/PM: PM Comments: INT# 179

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	706	527	273	895	28	512	524	3	73	574	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	706	527	273	895	28	512	524	3	73	574	19
LANE	1 0 1	0 1 0	0	2 0 1	0 1 0	0	2 0 1	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{411 + 150 + 262 + 198}{1375} = 0.687 \qquad LOS = B$$

Developed by Chen Wang 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

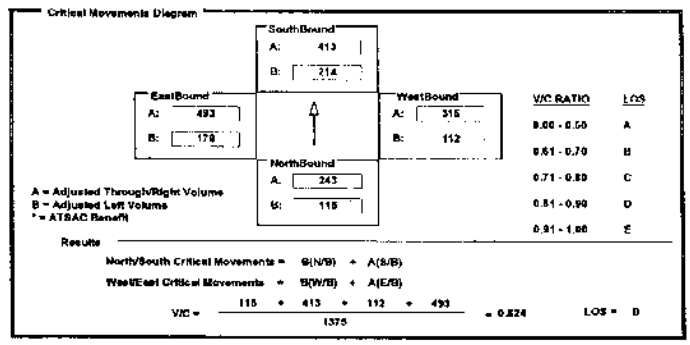
AM/PM: PM Comments: INT# 180

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	681	47	214	1096	143	112	784	165	170	1205	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	681	47	214	1096	143	112	784	165	170	1205	274
LANE	1 0 2	0 1 0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{115 + 413 + 112 + 493}{1375} = 0.624 \qquad LOS = B$$

Developed by Chen Wang 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

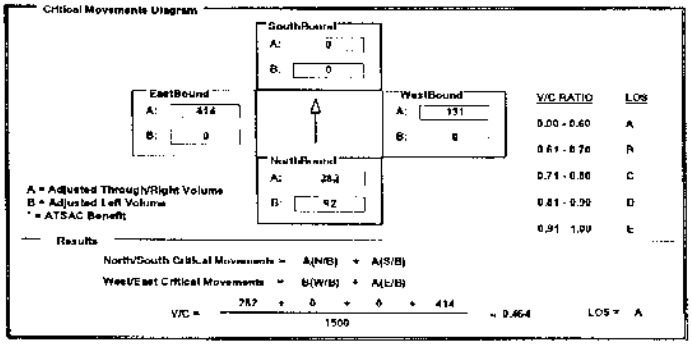
AM/PM: PM Comments: INT# 181

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	82	0	282	0	0	0	0	338	184	0	1145	511
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	0	282	0	0	0	0	338	184	0	1145	511
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
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (282 + 0 + 0 + 414) / 1500 = 0.464 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

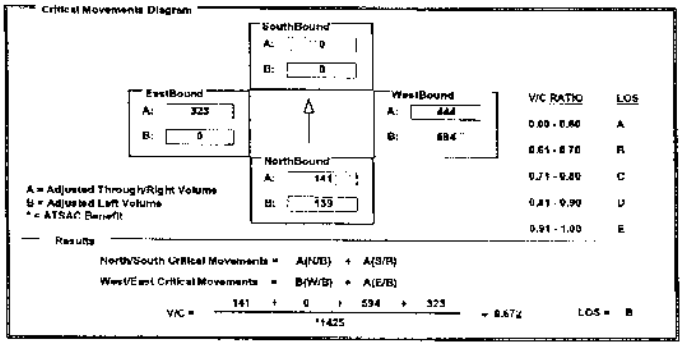
AM/PM: PM Comments: INT# 182

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	253	0	438	0	0	0	594	887	0	0	646	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	253	0	438	0	0	0	594	887	0	0	646	294
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (141 + 0 + 594 + 325) / 1425 = 0.672 LOS = B

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NASH ST W/E: IMPERIAL HWY/I-105 WB Ramps I/S No: 19180

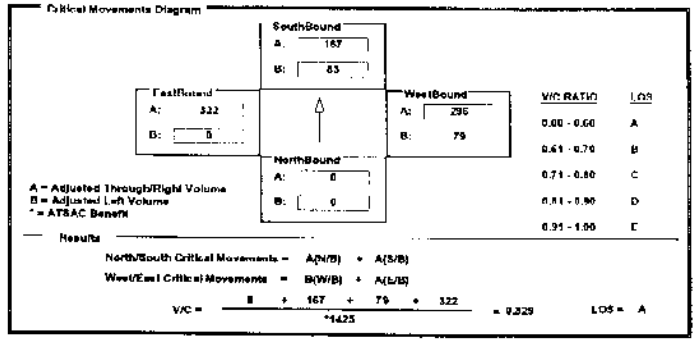
AM/PM: PM Comments: INT# 183

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	83	228	273	144	887	0	0	887	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	83	228	273	144	887	0	0	887	79
LANE	0	0	0	0	0	0	1	1	0	1	1	0	2	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 167 + 79 + 322) / 1425 = 0.329 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR BLVD W/E: IMPERIAL HWY I/S No: 19050

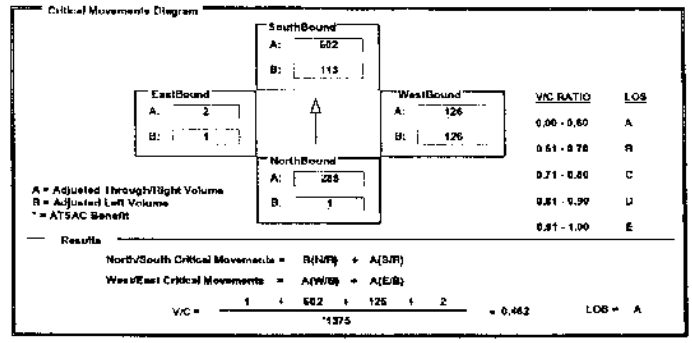
AM/PM: PM Comments: INT# 184

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	368	348	113	1202	1	251	1	161	1	2	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	368	348	113	1202	1	251	1	161	1	2	2
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	1	0	0	1	1	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (1 + 602 + 126 + 2) / 1375 = 0.462 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 19260

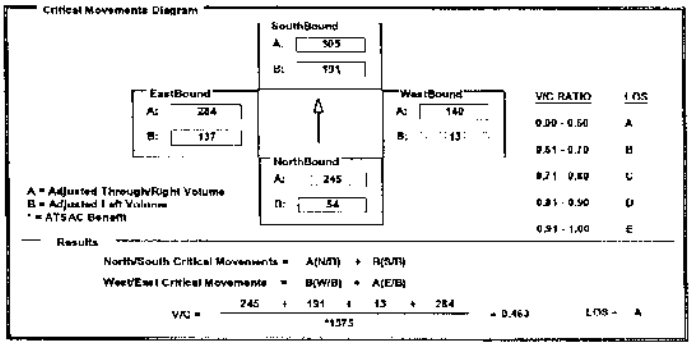
AM/PM: PM Comments: INT# 185

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	99	201	458	348	523	393	24	419	94	249	853	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	201	458	348	523	393	24	419	94	249	853	115
LANE	2	0	1	0	1	1	0	2	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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



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 = (245 + 191 + 13 + 284) / *1375 = 0.463 LOS = A

Developed by Chun Wong, 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: I 10 FWY EB OFF RAMP I/S No: 99372

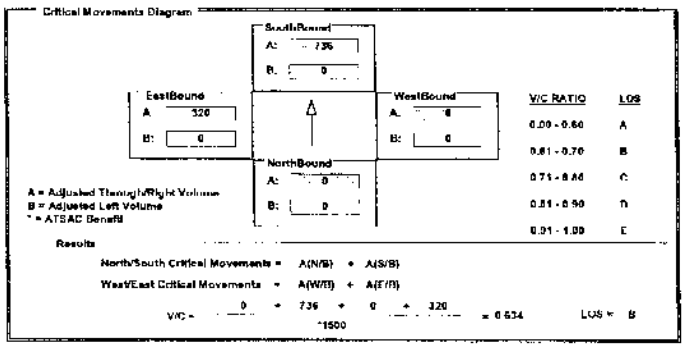
AM/PM: PM Comments: INT# 186

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	1946	0	0	2207	0	0	0	0	0	0	581
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1946	0	0	2207	0	0	0	0	0	0	581
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 736 + 0 + 320) / *1500 = 0.634 LOS = B

Developed by Chun Wong, 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: I 10 FWY WB OFF RAMP I/S No: 99374

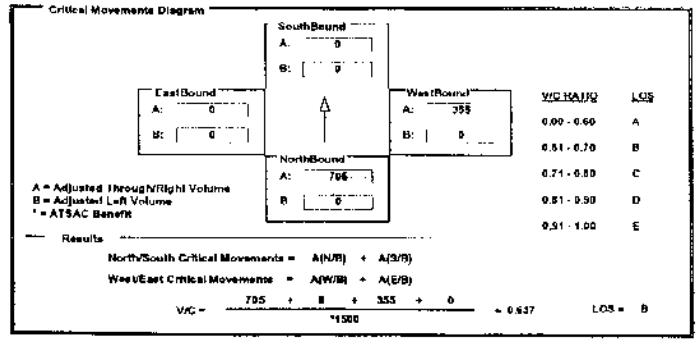
AM/PM: PM Comments: INT# 187

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	2116	0	0	1939	328	0	0	546	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2116	0	0	1939	328	0	0	546	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	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (795 + 0 + 355 + 0) / *1500 = 0.637 LOS = B

Developed by Chun Wong, 12/04

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: MANCHESTER BLVD I/S No: 99376

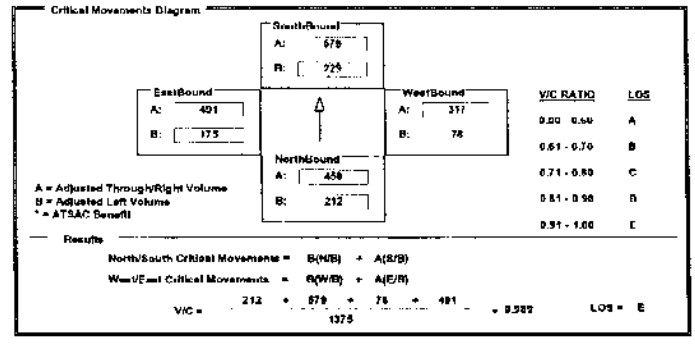
AM/PM: PM Comments: INT# 188

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	212	837	78	229	1157	179	78	633	164	175	817	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	837	78	229	1157	179	78	633	164	175	817	165
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0	1	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



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 = (212 + 679 + 78 + 491) / 1375 = 0.982 LOS = E

Developed by Chun Wong, 12/04

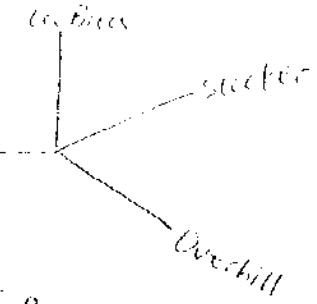
Intersection # 190

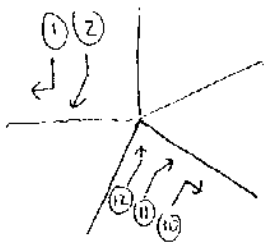
N/S STREET La Brea Av / Overhill Dr

E/W STREET Stocker St

Scenario EXISTING

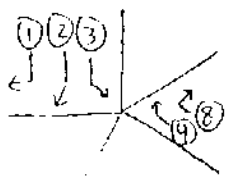
Peak Hour PM PEAK HOUR



① 

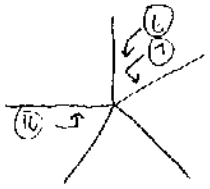
	NB	VOL	LNS	
(12)	T	210	3	403
(11)	R(1)	261	2	139
(10)	R(2)	16	0	

	SB	VOL	LNS	
(2)	T	1324	2	662
(1)	R	586	Free Flow	

② 

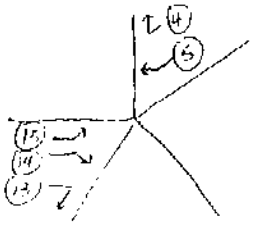
	WB	VOL	LNS	
(9)	T	384	2	192
(8)	R	63	1	63

	SB	VOL	LNS	
(3)	L	630	2	(315)
(2)	T	1324	2	662-403 = 259
(1)	R	586	Free Flow	

③ 

	EB	VOL	LNS	
(16)	L	618	2	309

	WB	VOL	LNS	
(7)		49	2	137
(6)		225		

④ 

	EB	VOL	LNS	
(15)	T	663	2	446
(14)	R	203		
(13)	R	25		

	WB	VOL	LNS	
(5)	T	419	2	210
(4)	R	20	1	20

CRITICAL MOVES 403 + 315 + 309 + 446 = 1467

VOLUME / CAPACITY 1467 / 1375 = **1.067 LOS F**

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #191 La Cienega Bl & I-10 EB Off-Ramp [Existing PM Peak Hour]

****

Average Delay (sec/veh): 34.8 Worst Case Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 3	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 1508		0	0 1685		584	0	0	163	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1508		0	0 1685		584	0	0	163	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95 0.95		0.95	0.95 0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0 1587		0	0 1774		615	0	0	172	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	0 1587		0	0 1774		615	0	0	172	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	899	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	286	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	286	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	34.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	D	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			34.8			xxxxxx		
ApproachLOS:	*			*			D			*		

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AVE W/E: SLAUSON AVE I/S No: 99378

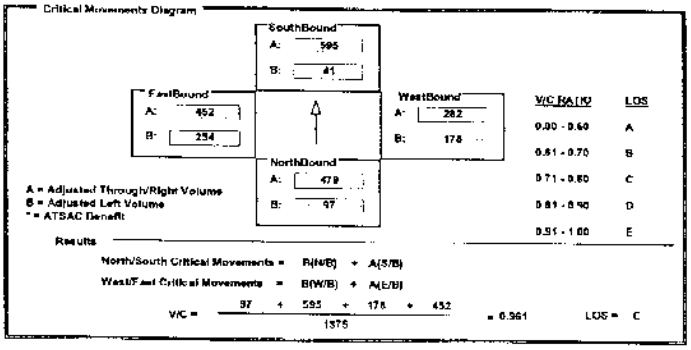
AM/PM: PM Comments: INT# 189

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	97	1315	123	41	1189	182	178	820	25	254	1231	124
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	1315	123	41	1189	182	178	820	25	254	1231	124
LANE	1	0	2	0	1	0	0	1	0	2	0	0	1	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



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 = (97 + 595 + 178 + 452) / 1375 = 0.961 LOS = C

Developed by Chun Wong - 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 19280

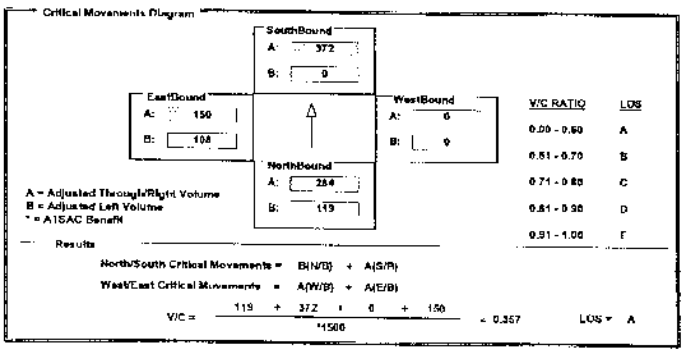
AM/PM: PM Comments: INT# 192

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	567	0	2	1024	92	0	0	1	196	0	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	567	0	2	1024	92	0	0	1	196	0	150
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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (119 + 372 + 0 + 150) / 1500 = 0.357 LOS = A

Developed by Chun Wong - 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB S/S CENTURY BLVD I/S No: 19310

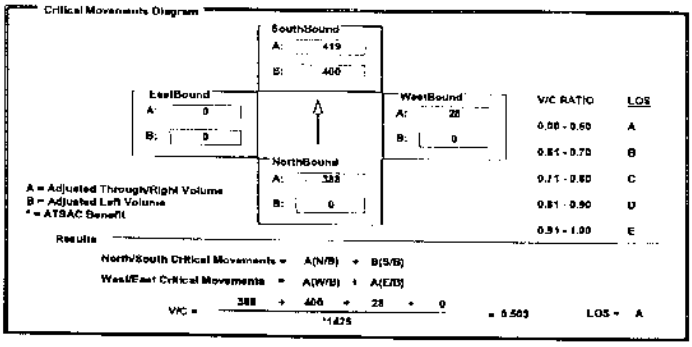
AM/PM: PM Comments: INT# 193

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	775	107	727	838	0	0	0	415	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	775	107	727	838	0	0	0	415	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	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



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 = (388 + 406 + 28 + 0) / 1425 = 0.569 LOS = A

Developed by Chun Wong - 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 19270

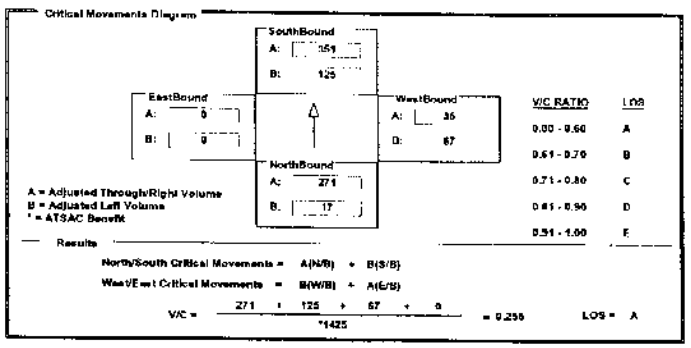
AM/PM: PM Comments: INT# 194

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	541	56	125	1076	0	121	0	98	1	0	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	541	56	125	1076	0	121	0	98	1	0	21
LANE	1	0	2	0	1	0	1	0	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Ri	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (271 + 125 + 67 + 0) / 1425 = 0.256 LOS = A

Developed by Chun Wong - 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 99396

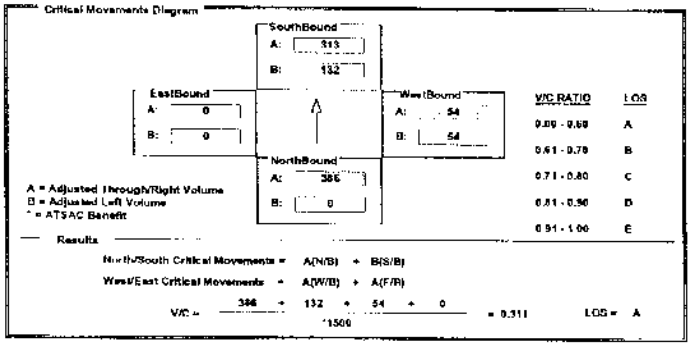
AM/PM: PM Comments: INT# 195

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	607	165	132	940	0	97	0	64	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	607	165	132	940	0	97	0	64	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	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	Perm	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram



Results

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

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

V/C = (386 + 132 + 54 + 0) / *1500 = 0.311 LOS = A

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER BLVD I/S No: 99392

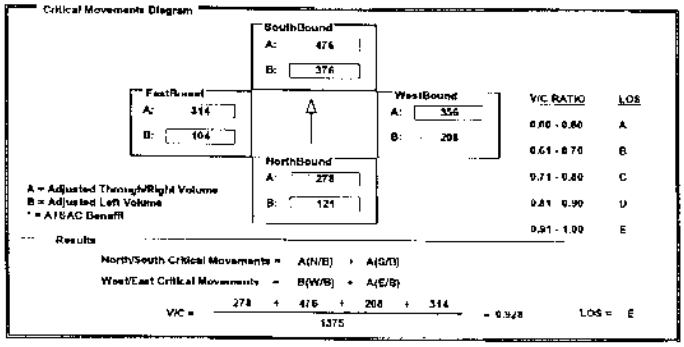
AM/PM: PM Comments: INT# 196

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	121	381	175	376	952	110	379	975	94	104	882	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	381	175	376	952	110	379	975	94	104	882	60
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	1	1	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	Auto	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



Results

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

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

V/C = (278 + 476 + 208 + 314) / 1375 = 0.928 LOS = E

Developed by Chun Wong, 1994

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: STOCKER ST I/S No: 99394

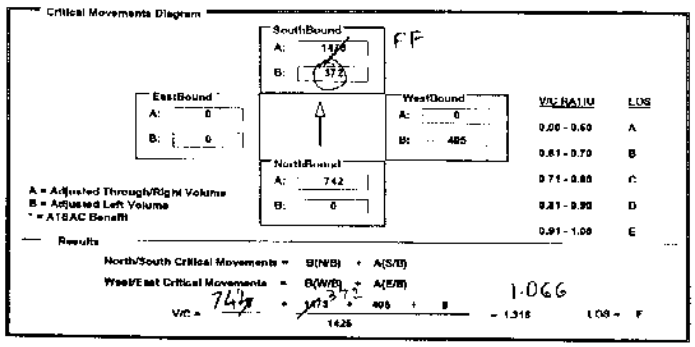
AM/PM: PM Comments: INT# 197

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	2225	1090	372	2946	0	737	0	93	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2225	1090	372	2946	0	737	0	93	0	0	0
LANE	0	0	3	0	1	0	1	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot Fix	<none>	Split	Free	<none>	<none>

Critical Movements Diagram



Results

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

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

V/C = (742 + 373 + 485 + 0) / 1425 = 1.318 LOS = F

1.066

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: VENICE BLVD I/S No: 99396

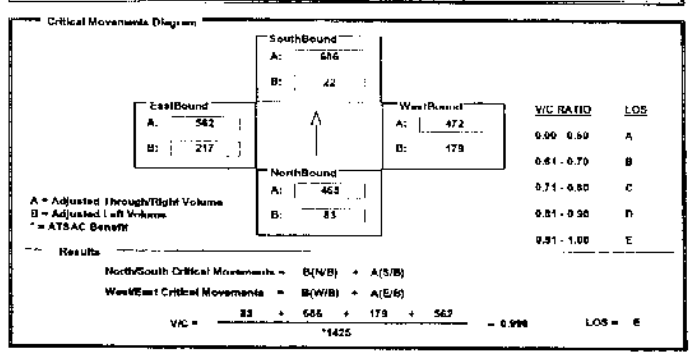
AM/PM: PM Comments: INT# 198

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	83	1358	34	22	1696	361	179	1415	24	395	1687	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	1358	34	22	1696	361	179	1415	24	395	1687	78
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	3	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



Results

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

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

V/C = (83 + 686 + 179 + 562) / *1425 = 0.998 LOS = E

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: WASHINGTON BLVD I/S No: 99398

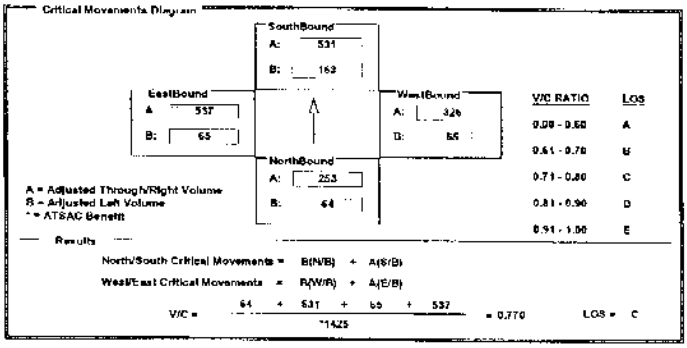
AM/PM: PM Comments: INT# 199

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	64	714	45	163	1553	40	65	651	126	65	1074	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	714	45	163	1553	40	65	651	126	65	1074	119
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (64 + 531 + 65 + 537) / *1425 = 0.770 LOS = C

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 19790

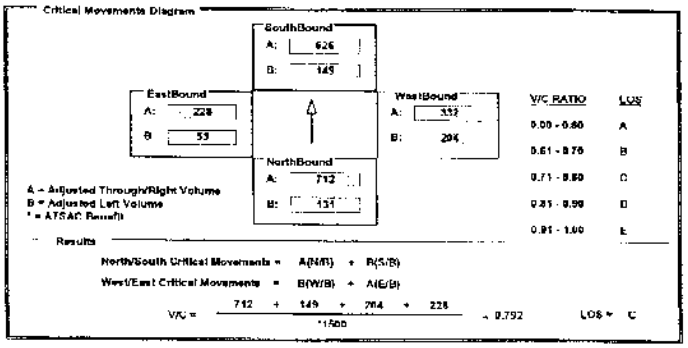
AM/PM: PM Comments: INT# 200

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	131	2048	88	149	1808	71	204	399	264	53	339	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	131	2048	88	149	1808	71	204	399	264	53	339	117
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	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



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 = (712 + 149 + 204 + 228) / *1500 = 0.792 LOS = C

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 19370

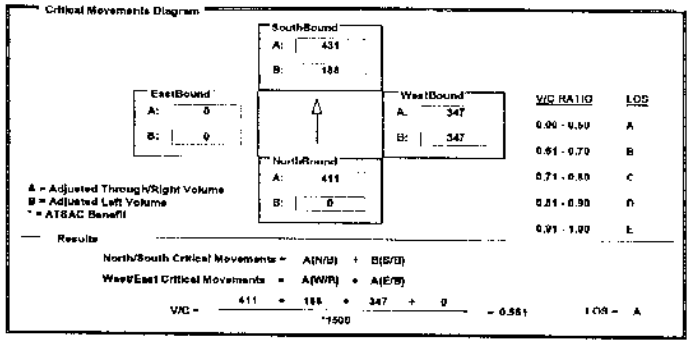
AM/PM: PM Comments: INT# 201

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	821	205	188	861	0	500	0	193	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	821	205	188	861	0	500	0	193	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (411 + 188 + 347 + 0) / *1500 = 0.581 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BLVD I/S No: 99404

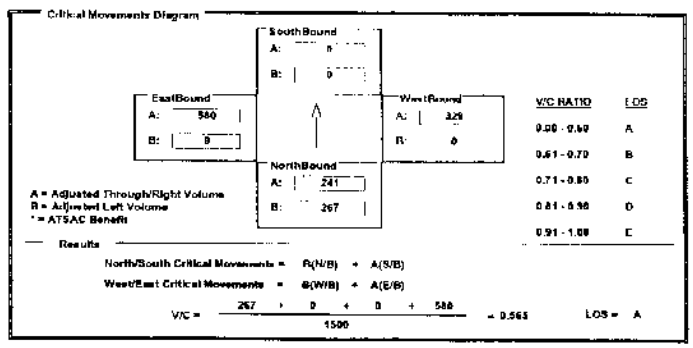
AM/PM: PM Comments: INT# 202

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	485	0	241	0	0	0	0	988	0	0	1733	586
AMBIENT												
RELATED												
PROJECT												
TOTAL	485	0	241	0	0	0	0	988	0	0	1733	586
LANE	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (267 + 0 + 0 + 588) / 1500 = 0.563 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: I-105 OFF RAMP I/S No: 99406

AM/PM: PM Comments: INT# 203

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	788	0	0	1833	0	472	0	761	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	788	0	0	1833	0	472	0	761	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 468 B: 0

EastBound A: 0 B: 0

WestBound A: 411 B: 411

NorthBound A: 263 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 = (0 + 468 + 411 + 0) / 1500 = 0.579 LOS = A

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 99408

AM/PM: PM Comments: INT# 204

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	1299	112	113	1483	91	119	200	65	107	278	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	1299	112	113	1483	91	119	200	65	107	278	185
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Perm	

Critical Movements Diagram

SouthBound A: 525 B: 111

EastBound A: 232 B: 107

WestBound A: 280 B: 119

NorthBound A: 433 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 = B(W/B) + A(E/B)

V/C = (289 + 525 + 119 + 232) / 1425 = 0.816 LOS = D

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AVE W/E: LENNOX BLVD I/S No: 99410

AM/PM: PM Comments: INT# 205

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	465	197	43	481	121	148	258	91	50	263	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	465	197	43	481	121	148	258	91	50	263	105
LANE	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	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: 502 B: 43

EastBound A: 368 B: 50

WestBound A: 349 B: 148

NorthBound A: 662 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 = (662 + 43 + 148 + 368) / 1500 = 0.814 LOS = D

2003PM

CalcaDB

March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

AM/PM: PM Comments: INT# 206

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	608	0	193	0	712	776	312	1094	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	608	0	193	0	712	776	312	1094	0
LANE	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0	1	1	0	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 37 B: 444

EastBound A: 368 B: 312

WestBound A: 356 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 = (0 + 444 + 356 + 312) / 1425 = 0.780 LOS = C

2003PM

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

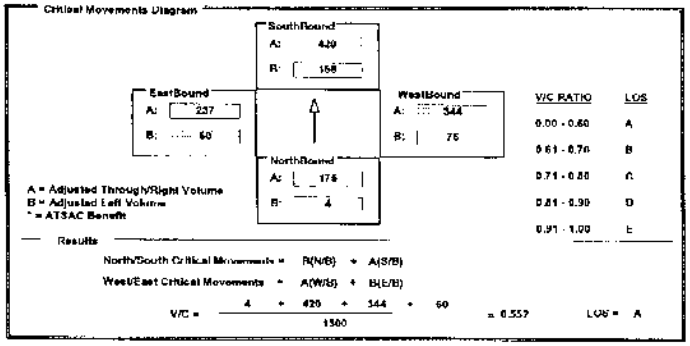
AM/PM: PM Comments: INT# 207

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	133	42	166	384	36	76	203	141	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	133	42	166	384	36	76	203	141	60	193	44
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (4 + 420 + 344 + 60) / 1500 = 0.552 LOS = A

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA AV I/S No: 99415

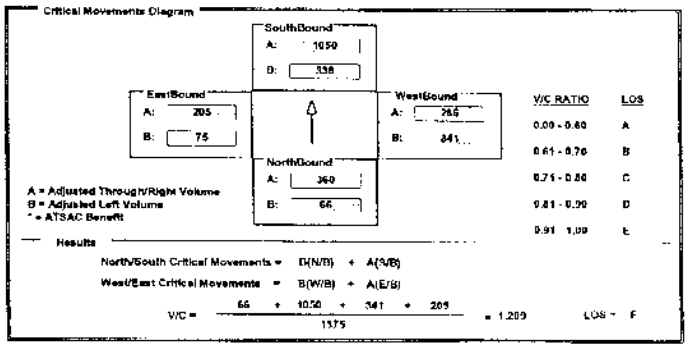
AM/PM: PM Comments: INT# 208

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	1080	204	615	2859	280	341	571	239	75	331	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	1080	204	615	2859	280	341	571	239	75	331	78
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	2	0	0	1	0	1	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



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 = D(N/B) + A(S/B)

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

V/C = (66 + 1050 + 841 + 205) / 1375 = 1.209 LOS = F

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AVE W/E: VENICE BLVD I/S No: 99416

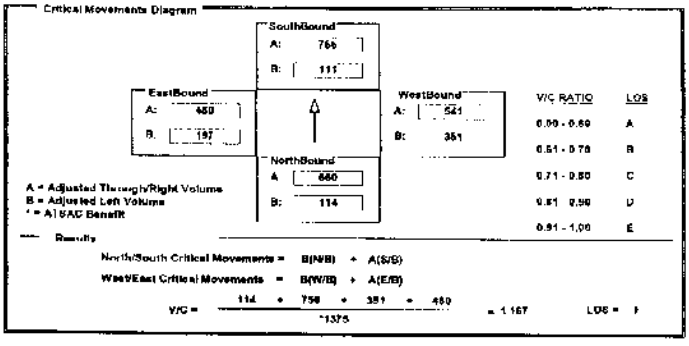
AM/PM: PM Comments: INT# 209

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	114	1146	174	111	1446	66	351	1512	110	197	1440	249
AMBIENT												
RELATED												
PROJECT												
TOTAL	114	1146	174	111	1446	66	351	1512	110	197	1440	249
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (114 + 766 + 351 + 460) / 1375 = 1.167 LOS = F

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March 3, 2003 ,Monday 03:27:02 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

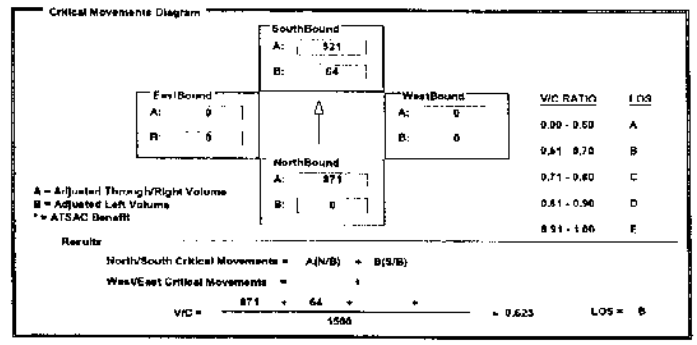
AM/PM: PM Comments: INT# 210

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	779	871	64	1042	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	779	871	64	1042	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = + +

V/C = (871 + 64 + +) / 1500 = 0.623 LOS = B

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

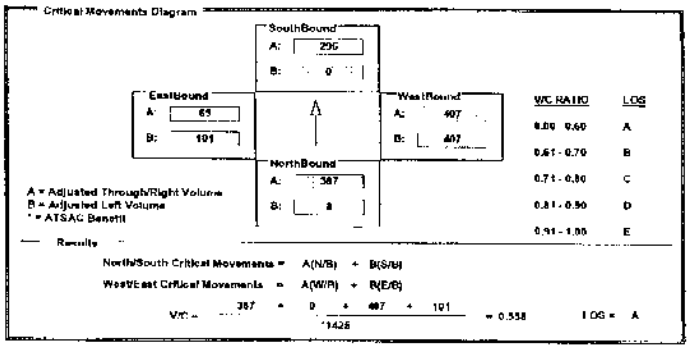
AM/PM: PM Comments: INT# 211

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	8	774	0	0	592	191	459	290	64	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	774	0	0	592	191	459	290	64	184	0	65
LANE	1	0	2	0	0	0	0	2	0	0	1	0
	1	0	0	1	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (387 + 0 + 407 + 191) / *1428 = 0.558 LOS = A

2003PM March 3, 2003 ,Monday 03:27:02 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

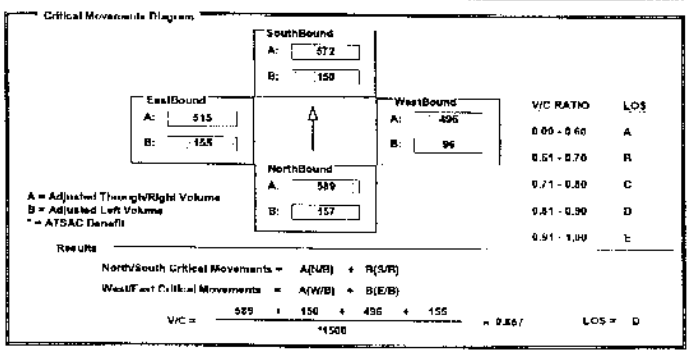
AM/PM: PM Comments: INT# 212

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	1178	90	150	917	227	96	885	106	155	954	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	1178	90	150	917	227	96	885	106	155	954	75
LANE	1	0	2	0	0	1	0	1	0	1	0	0
	1	0	0	1	0	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



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 = (589 + 150 + 496 + 155) / *1500 = 0.667 LOS = D

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3B

INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 BASE

AM PEAK HOUR

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ARBOR VITAE I/S No: 20110

AM/PM: AM Comments: INT# 1

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	183	865	103	53	881	99	144	778	27	225	398	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	865	103	53	881	99	144	778	27	225	398	327
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	1	0	2	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: 287 B: 53

EastBound A: 327 B: 225

WestBound A: 483 B: 144

NorthBound A: 484 B: 183

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 = (484 + 53 + 405 + 225) / *1500 = 0.707 LOS = C

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2010AM

CalcaDB

July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

AM/PM: AM Comments: INT# 2

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	679	0	414	0	1983	625	376	1233	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	679	0	414	0	1983	625	376	1233	0
LANE	0	0	0	0	0	0	3	0	0	0	2	0	0	0	4	0	0	1	0	2	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: 0	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 125 B: 251

EastBound A: 302 B: 207

WestBound A: 499 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 = (0 + 251 + 499 + 207) / *1375 = 0.826 LOS = D

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2010AM

CalcaDB

July 17, 2003 ,Thursday 06:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

AM/PM: AM Comments: INT# 3

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	104	223	552	124	227	54	803	894	23	58	742	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	104	223	552	124	227	64	803	894	23	58	742	33
LANE	0	1	0	0	1	1	0	0	1	0	0	0	1	0	0	2	0	1	0	1	0	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: 291 B: 124

EastBound A: 258 B: 58

WestBound A: 459 B: 442

NorthBound A: 293 B: 194

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 = (293 + 124 + 442 + 258) / *1375 = 0.742 LOS = C

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2010AM

CalcaDB

July 17, 2003 ,Thursday 06:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: AM Comments: INT# 4

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	540	108	55	563	98	119	638	14	50	480	310
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	540	108	55	563	98	119	638	14	50	480	310
LANE	2	0	2	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: 331 B: 55

EastBound A: 395 B: 56

WestBound A: 326 B: 119

NorthBound A: 270 B: 158

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 = (165 + 331 + 119 + 396) / *1376 = 0.867 LOS = D

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

AM/PM: AM Comments: INT# 5

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	293	648	72	205	632	102	100	596	184	59	279	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	648	72	205	632	102	100	596	184	59	279	99
LANE	1	0	1	0	1	0	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: 367 B: 205

EastBound A: 189 B: 59

WestBound A: 298 B: 100

NorthBound A: 359 B: 293

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 = (293 + 367 + 298 + 59) / 1500 = 0.678 LOS = B

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19300

AM/PM: AM Comments: INT# 6

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	518	930	68	39	835	227	176	2480	189	101	1719	404
AMBIENT												
RELATED												
PROJECT												
TOTAL	518	930	68	39	835	227	176	2480	189	101	1719	404
LANE	3	0	1	0	1	0	0	2	0	2	0	1	0	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: 354 B: 21

EastBound A: 531 B: 101

WestBound A: 667 B: 176

NorthBound A: 499 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 = B(N/B) + A(S/B)

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

V/C = (192 + 354 + 667 + 101) / *1375 = 0.886 LOS = D

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

AM/PM: AM Comments: INT# 7

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	1093	281	223	495	510	231	1380	561	282	722	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	1093	281	223	495	510	231	1380	561	282	722	157
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 248 B: 123

EastBound A: 293 B: 155

WestBound A: 460 B: 127

NorthBound A: 547 B: 216

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 = (547 + 123 + 460 + 155) / *1375 = 0.865 LOS = D

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

AM/PM: AM Comments: INT# 8

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	457	99	0	450	368	187	1194	23	527	877	279
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	457	99	0	450	368	187	1194	23	527	877	279
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 225 B: 0

EastBound A: 439 B: 527

WestBound A: 597 B: 167

NorthBound A: 278 B: 223

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 = (223 + 225 + 597 + 527) / 1375 = 1.143 LOS = F

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99276

AM/PM: AM Comments: INT# 9

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	212	1328	724	129	873	311	633	1568	513	165	1305	326
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	1328	724	129	873	311	633	1568	513	165	1305	326
LANE	2	0	3	0	1	0	2	0	4	0	1	0	2	0	3	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: 266 B: 71

EastBound A: 408 B: 90

WestBound A: 520 B: 548

NorthBound A: 659 B: 117

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 = (550 + 71 + 348 + 408) / 1375 = 1.001 LOS = F

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20469

AM/PM: AM Comments: INT# 10

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	135	1897	39	28	2182	376	0	0	13	563	0	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1897	39	28	2182	376	0	0	13	563	0	191
LANE	1	0	2	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	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: 853 B: 26

EastBound A: 282 B: 282

WestBound A: 13 B: 0

NorthBound A: 545 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) + A(E/B)

V/C = (135 + 853 + 13 + 282) / 1375 = 0.853 LOS = D

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2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

AM/PM: AM Comments: INT# 11

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	55	988	112	175	1209	300	189	654	195	253	647	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	988	112	175	1209	300	189	654	195	253	647	23
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
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 755 B: 175

EastBound A: 338 B: 253

WestBound A: 426 B: 189

NorthBound A: 494 B: 55

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 = (55 + 755 + 426 + 253) / 1500 = 0.922 LOS = E

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

AM/PM: AM Comments: INT# 12

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	39	125	100	587	529	586	209	1299	526	259	817	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	125	100	587	529	586	209	1299	526	259	817	224
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	Phasing: Prot-Var	RTOR: OLA			Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		

Critical Movements Diagram

SouthBound A: 444 B: 323

EastBound A: 272 B: 142

WestBound A: 433 B: 119

NorthBound A: 43 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 = B(N/B) + A(S/B)

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

V/C = (21 + 444 + 433 + 142) / 1375 = 0.686 LOS = B

Developed by Chun Wong 12-94

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

AM/PM: AM Comments: INT# 13

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	2710	72	189	1987	76	239	1280	215	0	1021	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	241	2710	72	189	1987	76	239	1280	215	0	1021	154
LANE	1 0 2 0 1 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: 588 B: 189

EastBound A: 392 B: 0

WestBound A: 427 B: 239

NorthBound A: 927 B: 243

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 = (927 + 189 + 239 + 392) / *1375 = 1.201 LOS = F

Developed by Chen Wang, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

AM/PM: AM Comments: INT# 14

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	285	1059	133	33	1141	188	280	1381	21	236	894	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	285	1059	133	33	1141	188	280	1381	21	236	894	51
LANE	2 0 2 0 1 0 0			1 0 2 0 1 0 0			2 0 1 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: 443 B: 33

EastBound A: 315 B: 236

WestBound A: 701 B: 154

NorthBound A: 397 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 = B(N/B) + A(S/B)

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

V/C = (157 + 443 + 701 + 236) / *1375 = 1.043 LOS = F

Developed by Chen Wang, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

AM/PM: AM Comments: INT# 15

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	1134	1898	301	191	1557	117	374	897	192	100	712	892
AMBIENT												
RELATED												
PROJECT												
TOTAL	1134	1898	301	191	1557	117	374	897	192	100	712	892
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 519 B: 105

EastBound A: 237 B: 166

WestBound A: 545 B: 206

NorthBound A: 633 B: 624

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 = (624 + 519 + 545 + 105) / *1375 = 1.230 LOS = F

Developed by Chen Wang, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

AM/PM: AM Comments: INT# 16

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	109	895	140	229	1562	110	202	620	184	159	854	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	895	140	229	1562	110	202	620	184	159	854	108
LANE	1 0 1 0 1 0 0			1 0 2 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: 781 B: 229

EastBound A: 381 B: 159

WestBound A: 392 B: 202

NorthBound A: 518 B: 109

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 = (109 + 781 + 202 + 381) / *1500 = 0.912 LOS = E

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0.912 LOS D

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680

AM/PM: AM Comments: INT# 17

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	3445	74	0	2639	265	496	63	467	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3445	74	0	2639	265	496	63	467	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
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 665 B: 0

EastBound A: 0 B: 0

WestBound A: 280 B: 280

NorthBound A: 861 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 = (861 + 0 + 280 + 0) / *1500 = 0.691 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: AM Comments: INT# 18

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	1991	564	16	1348	0	660	0	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1991	564	16	1348	0	660	0	13	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 722 B: 16

EastBound A: 0 B: 0

WestBound A: 13 B: 363

NorthBound A: 996 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 = (996 + 16 + 363 + 0) / *1500 = 0.847 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20390

AM/PM: AM Comments: INT# 19

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	1038	1258	445	1983	0	0	0	0	61	0	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1038	1258	445	1983	0	0	0	0	61	0	191
LANE	0	0	2	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 661 B: 445

EastBound A: 191 B: 61

WestBound A: 0 B: 0

NorthBound A: 692 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 = (692 + 445 + 0 + 191) / *1500 = 0.815 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

AM/PM: AM Comments: INT# 20

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	213	887	0	0	931	115	843	512	55	69	0	653
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	887	0	0	931	115	843	512	55	69	0	653
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 349 B: 0

EastBound A: 883 B: 69

WestBound A: 470 B: 470

NorthBound A: 444 B: 213

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 = (213 + 349 + 470 + 653) / *1425 = 1.112 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99225

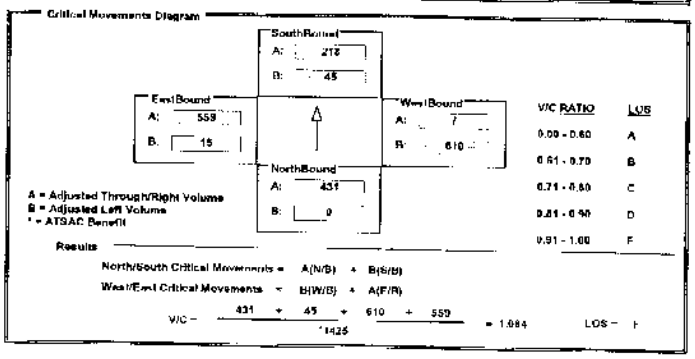
AM/PM: AM Comments: INT# 21

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	862	999	45	436	0	1109	0	7	15	242	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	862	999	45	436	0	1109	0	7	15	242	302
LANE	0	2	0	0	2	0	1	0	2	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (431 + 45 + 610 + 559) / 1425 = 1.084 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

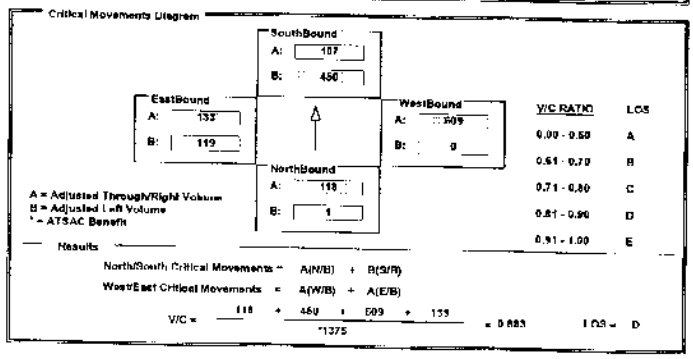
AM/PM: AM Comments: INT# 22

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	229	5	1215	75	32	3	18	1199	119	14	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	229	5	1215	75	32	3	18	1199	119	14	0
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (118 + 450 + 509 + 133) / 1375 = 0.883 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

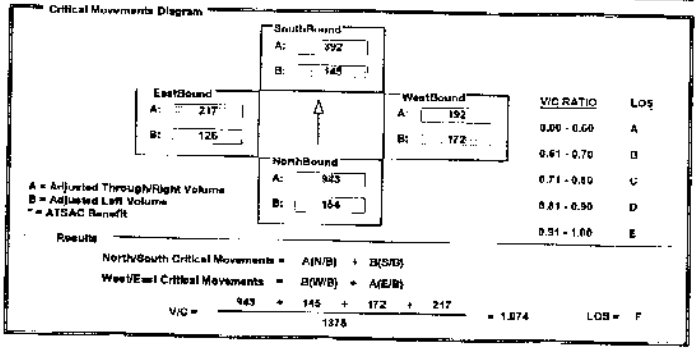
AM/PM: AM Comments: INT# 23

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	280	2828	413	263	1566	174	172	384	205	133	245	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	280	2828	413	263	1566	174	172	384	205	133	245	294
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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



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 = (943 + 145 + 172 + 217) / 1375 = 1.074 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

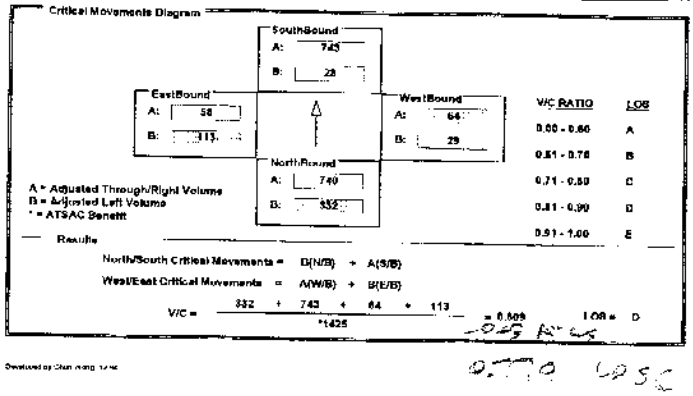
AM/PM: AM Comments: INT# 24

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	604	2219	39	28	2132	97	29	37	27	113	58	806
AMBIENT												
RELATED												
PROJECT												
TOTAL	604	2219	39	28	2132	97	29	37	27	113	58	806
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	1	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



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 = D(N/B) + A(S/B)

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

V/C = (832 + 743 + 64 + 113) / 1425 = 0.869 LOS = D

0.870 LOS C

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

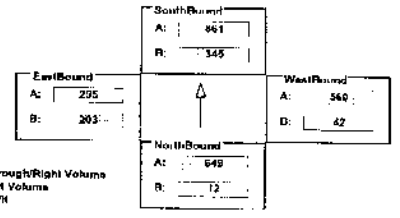
AM/PM: AM Comments: INT# 25

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	12	1202	98	345	833	28	42	11	733	203	64	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	1202	98	345	833	28	42	11	733	203	64	28
LANE	1 0 1 0 1 0			1 0 0 0 1 0			1 0 1 0 0 1 0			0 0 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



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 = (649 + 345 + 560 + 203) / 1375 = 1.278 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

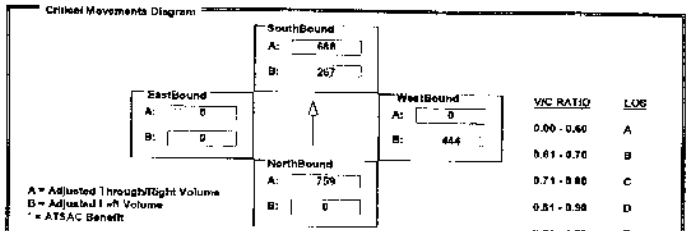
AM/PM: AM Comments: INT# 26

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	3037	1049	486	2064	0	1199	0	248	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3037	1049	486	2064	0	1199	0	248	0	0	0
LANE	0 0 4 0 0 1 0			2 0 3 0 0 0 0			3 0 0 0 1 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

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 = (759 + 267 + 444 + 0) / 1425 = 0.962 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

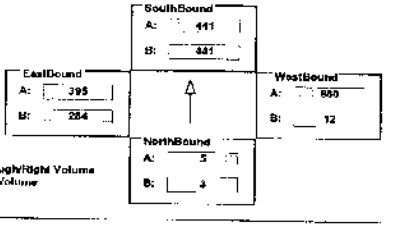
AM/PM: AM Comments: INT# 27

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	3	0	2	873	8	137	12	290	1120	516	784	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	2	873	8	137	12	290	1120	516	784	5
LANE	0 0 0 1 0 0			1 0 0 1 0 1 0			1 0 2 0 0 1 0			2 0 1 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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) + A(S/B)

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

V/C = (5 + 441 + 860 + 284) / 1376 = 0.956 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

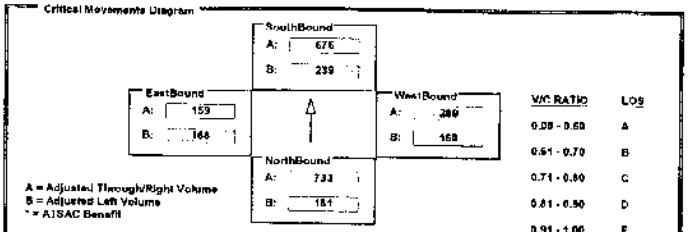
AM/PM: AM Comments: INT# 28

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	181	2051	813	434	2678	27	290	153	408	306	478	242
AMBIENT												
RELATED												
PROJECT												
TOTAL	181	2051	813	434	2678	27	290	153	408	306	478	242
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (733 + 239 + 289 + 168) / 1375 = 0.969 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

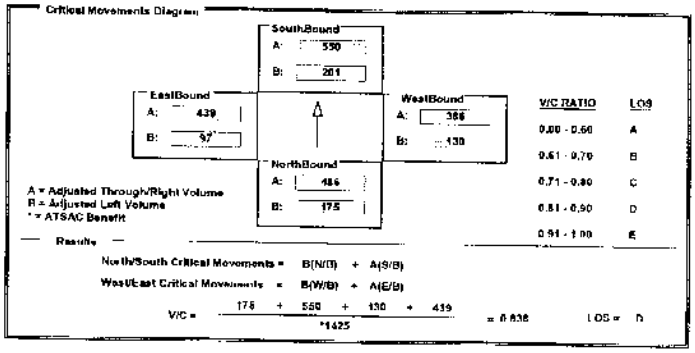
AM/PM: AM Comments: INT# 29

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	175	486	156	201	550	196	130	772	127	97	719	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	486	156	201	550	196	130	772	127	97	719	159
LANE	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (175 + 550 + 130 + 439) / *1425 = 0.838 LOS = D

Prepared by Chun Wong, 12:04

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

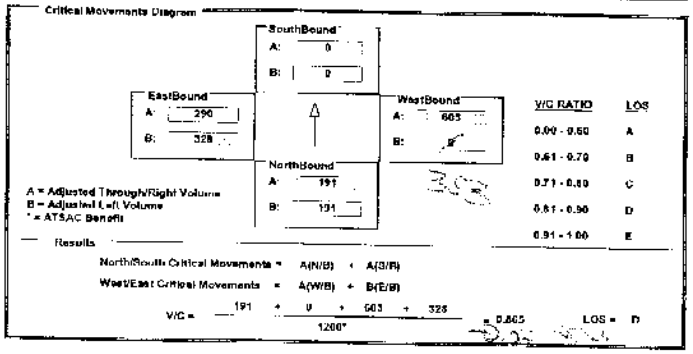
AM/PM: AM Comments: INT# 30

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	197	8	176	0	0	0	338	1032	603	328	871	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	8	176	0	0	0	338	1032	603	328	871	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (191 + 0 + 603 + 328) / *1200 = 0.865 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

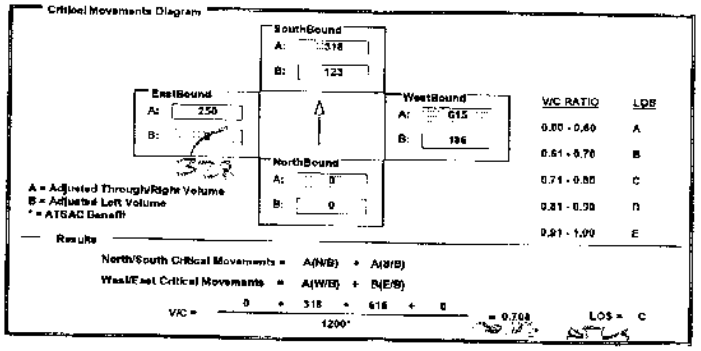
AM/PM: AM Comments: INT# 31

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	123	0	635	338	1230	0	328	749	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	123	0	635	338	1230	0	328	749	210
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
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 518 + 616 + 0) / *1200 = 0.708 LOS = C

0.678

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

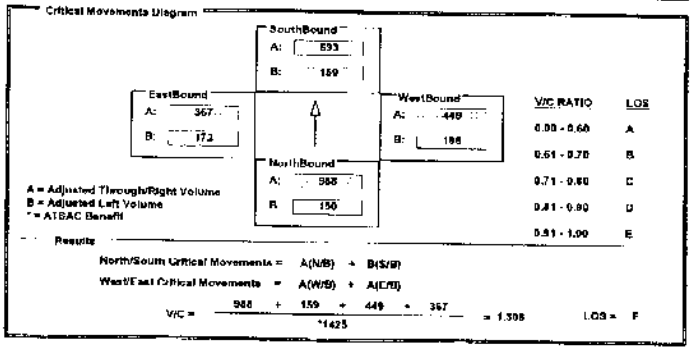
AM/PM: AM Comments: INT# 32

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	2619	346	159	2079	580	302	897	136	312	594	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	2619	346	159	2079	580	302	897	136	312	594	140
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (988 + 159 + 449 + 367) / *1425 = 1.308 LOS = F

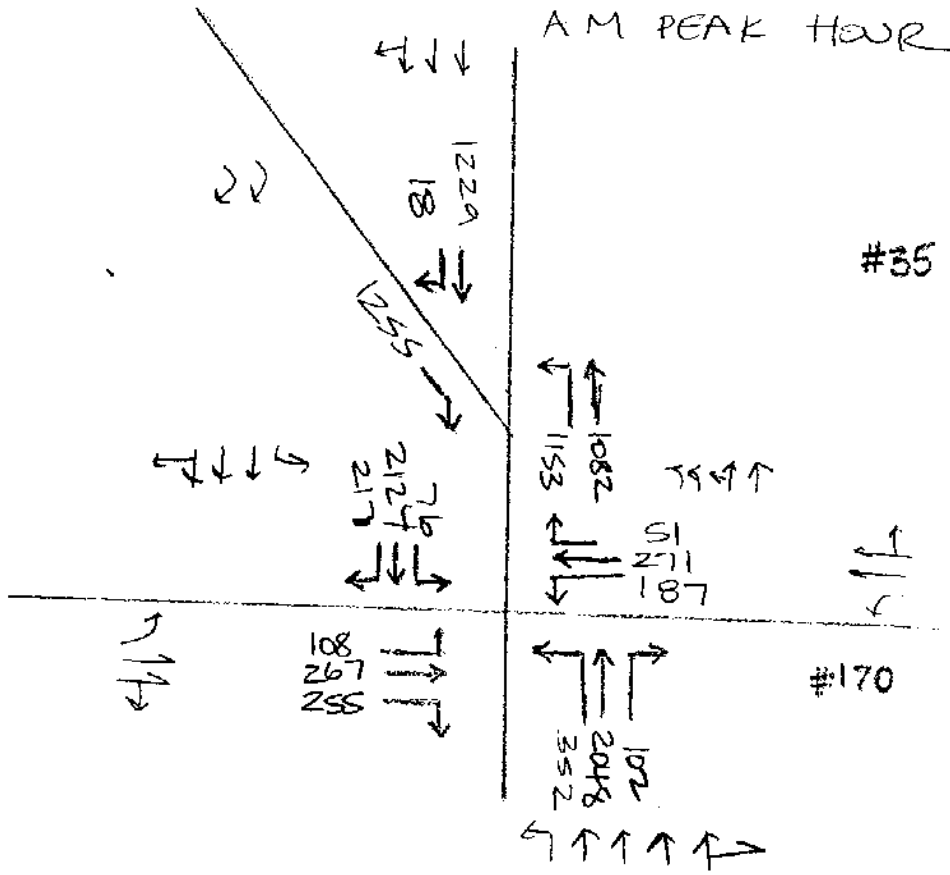
Developed by Chun Wong, 12:04

#35 SEPULVEDA BL / JEFFERSON BL

#170 SAWTELLE BL / JEFFERSON BL

2010 BASE

AM PEAK HOUR



① 1255 /2 = 628 OR 1153/3 = 384 OR (2048 + 102)/4 = 538 OR (352)

② 628 OR 384 OR (2124+217)/3 = 780 OR 538

③ (1229 + 18)/3 = (416) OR 780 OR 538

780 − 416 − 76 = (288)

④ 384 OR (76) OR 780

⑤ 384 OR (187 + 267 + 255 / 2) = (448) OR (108 + 271 + 51 / 2) = 269

CRITICAL VOLUMES = 352 + 288 + 416 + 76 + 448 = 1580

V/C = (1580/1375) − 0.07 ATSAC = 1.079 LOS F

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19915

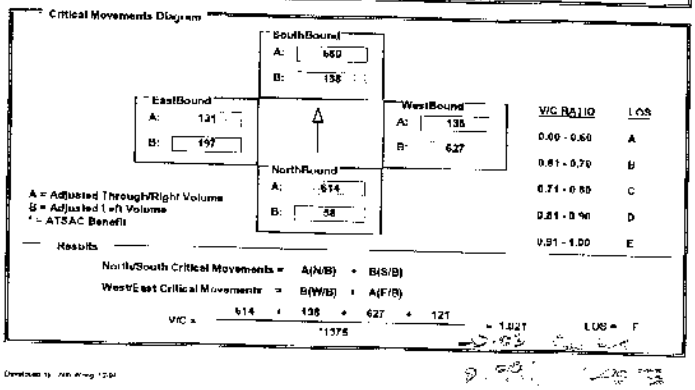
AM/PM: AM Comments: INT# 33

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	58	2339	730	251	2379	339	1140	276	295	197	277	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2339	730	251	2379	339	1140	276	295	197	277	86
LANE	1 0	3 0	1 0	2 0	3 0	1 0	2 0	2 0	0 2	1 0	2 0	1 0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (614 + 138 + 627 + 121) / 1375 = 1.021 LOS = F

Developed by Chun Wong 12:34

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

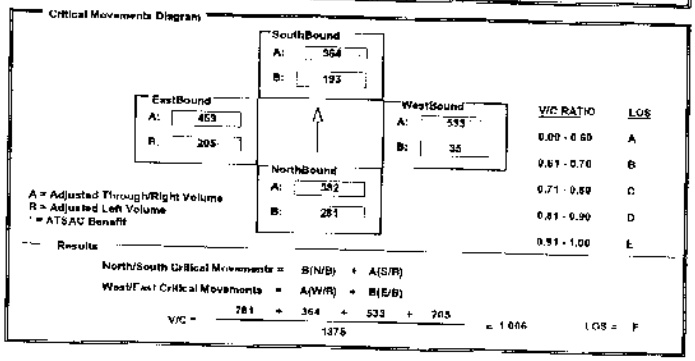
AM/PM: AM Comments: INT# 34

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	511	730	34	351	727	320	64	1066	385	372	937	392
AMBIENT												
RELATED												
PROJECT												
TOTAL	511	730	34	351	727	320	64	1066	385	372	937	392
LANE	2 0	1 0	1 0	2 0	2 0	1 0	2 0	2 0	1 0	2 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



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 = (281 + 364 + 533 + 205) / 1375 = 1.666 LOS = F

Redesigned by Chun Wong 12:34

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19040

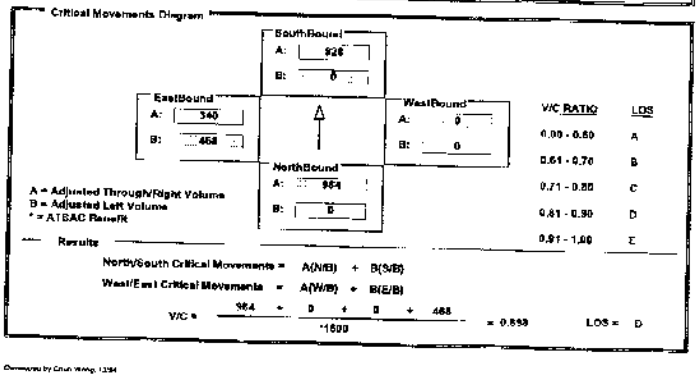
AM/PM: AM Comments: INT# 36

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	2864	88	0	2349	1361	0	0	0	1265	328	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2864	88	0	2349	1361	0	0	0	1265	328	12
LANE	0 0	2 0	1 0	0 0	2 0	1 1	0 0	0 0	0 0	3 0	0 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (964 + 0 + 0 + 458) / 1600 = 0.653 LOS = D

Developed by Chun Wong 12:34

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99180

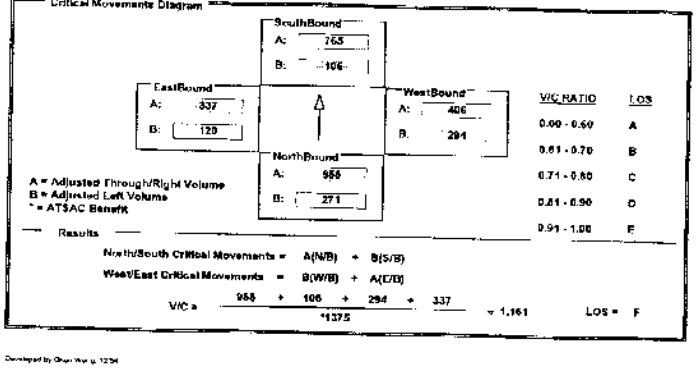
AM/PM: AM Comments: INT# 37

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	2716	148	192	2216	80	294	812	354	120	873	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	2716	148	192	2216	80	294	812	354	120	873	234
LANE	2 0	2 0	1 0	2 0	2 0	1 0	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (955 + 106 + 294 + 337) / 1375 = 1.161 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99197

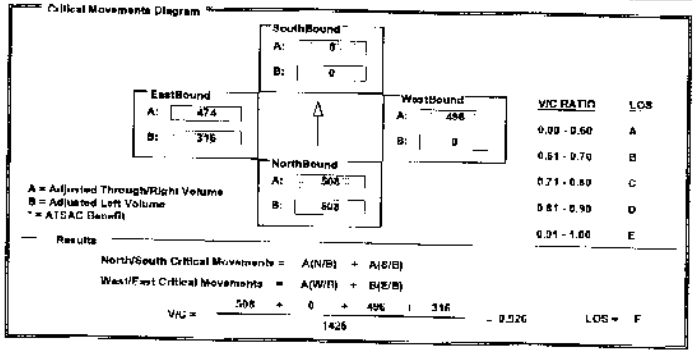
AM/PM: AM Comments: INT# 38

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	875	16	124	0	0	0	0	1982	171	574	1423	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	875	16	124	0	0	0	0	1982	171	574	1423	0
LANE	1 0	0	1 0	0	0	0	0 0	0	4 0	2 0	3 0	0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (508 + 0 + 496 + 316) / 1425 = 0.626 LOS = F

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99196

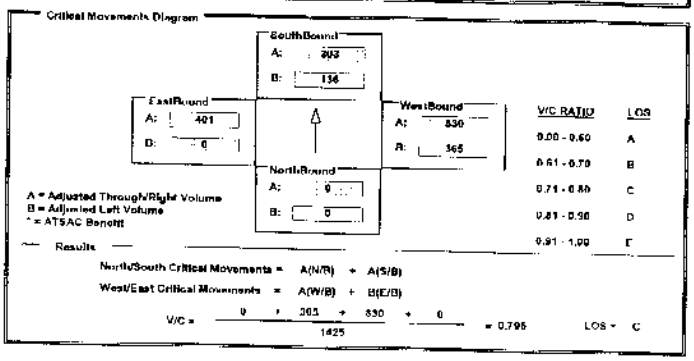
AM/PM: AM Comments: INT# 39

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	136	1	550	365	2491	0	0	1862	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	1	550	365	2491	0	0	1862	142
LANE	0 0	0	0 0	0	1 0	0 0	2 0		3 0	0 0	0	4 0	1 0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 365 + 830 + 0) / 1425 = 0.795 LOS = C

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

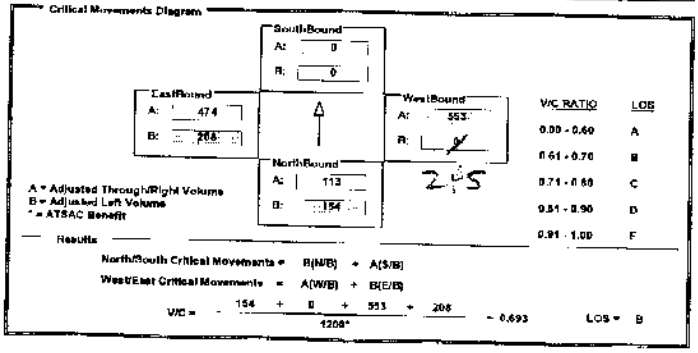
AM/PM: AM Comments: INT# 40

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	154	3	113	0	0	0	245	1318	341	379	1422	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3	113	0	0	0	245	1318	341	379	1422	0
LANE	1 0	0	0 1	0	0	0 0	0	2 0	1 0	2 0	3 0	0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (154 + 0 + 553 + 208) / 1200* = 0.693 LOS = B

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

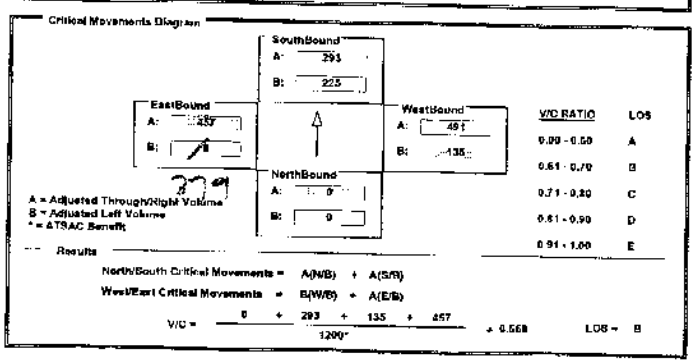
AM/PM: AM Comments: INT# 41

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	225	0	360	245	1472	0	379	1198	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	225	0	360	245	1472	0	379	1198	172
LANE	0 0	0	0 0	0	0 1	1	2 0	3 0	0 0	0	2 0	1 0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 293 + 135 + 457) / 1200* = 0.568 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN NTH. W/E: LATIJERA BL I/S No: 99162

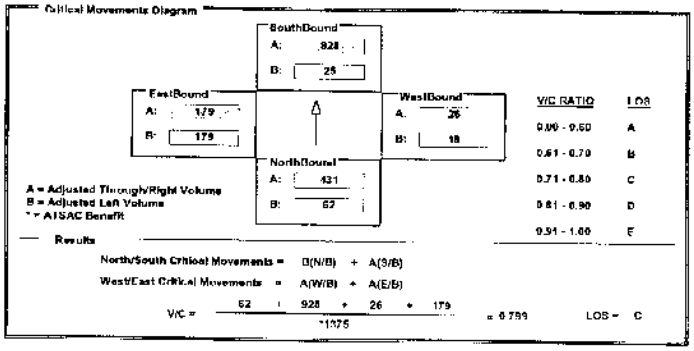
AM/PM: AM Comments: INT# 42

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	112	1705	17	25	2656	129	18	4	4	357	0	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	1705	17	25	2656	129	18	4	4	357	0	80
LANE	2	3	0	1	2	0	1	1	0	2	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (62 + 928 + 26 + 179) / 1375 = 0.799 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LATIJERA BL W/E: MANCHESTER AV I/S No: 20180

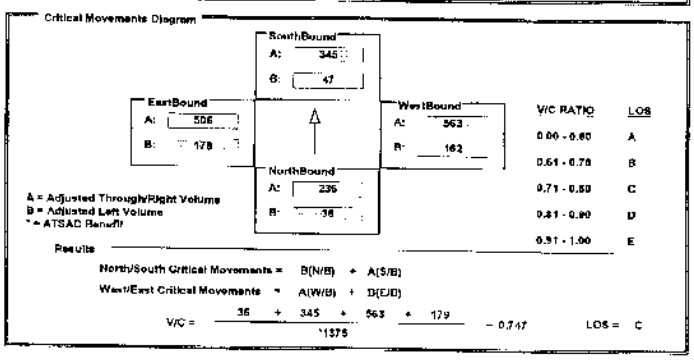
AM/PM: AM Comments: INT# 43

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	471	180	47	526	435	162	1125	33	179	1012	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	471	180	47	526	435	162	1125	33	179	1012	7
LANE	1	2	0	1	2	0	1	2	0	1	2	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (36 + 345 + 563 + 179) / 1375 = 0.747 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

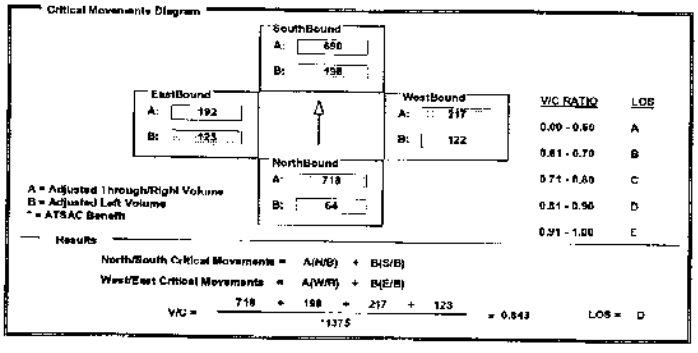
AM/PM: AM Comments: INT# 44

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	64	2154	142	198	2070	127	222	306	127	123	307	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	2154	142	198	2070	127	222	306	127	123	307	77
LANE	1	3	0	1	3	0	1	1	0	2	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (718 + 198 + 217 + 123) / 1375 = 0.843 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

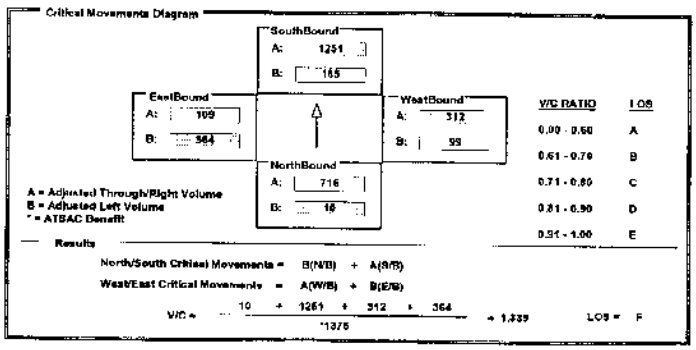
AM/PM: AM Comments: INT# 45

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	10	2805	59	185	3670	83	99	41	485	364	87	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	2805	59	185	3670	83	99	41	485	364	87	42
LANE	1	3	0	1	2	0	1	1	0	1	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (10 + 1251 + 312 + 364) / 1375 = 1.339 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: AM Comments: INT# 46

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	108	1685	162	574	2737	419	159	505	713	421	543	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1685	162	574	2737	419	159	505	713	421	543	153
LANE	1 0 3 0 1 0			1 0 2 0 1 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: 1052 B: 574

EastBound A: 272 B: 421

WestBound A: 253 B: 159

NorthBound A: 462 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 = B(N/B) + A(S/B)

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

V/C = (108 + 1052 + 253 + 421) / 1375 = 1.264 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: AM Comments: INT# 47

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	2209	251	920	2249	0	342	0	1000	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2209	251	920	2249	0	342	0	1000	0	0	0
LANE	0 0 2 0 1 0			0 2 0 3 0 0			0 0 2 0 0 0			2 0 0 0 0 2 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 750 B: 506

EastBound A: 0 B: 0

WestBound A: 297 B: 188

NorthBound A: 820 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 = (820 + 506 + 297 + 0) / 1425 = 1.069 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXILLA AV I/S No: 20453

AM/PM: AM Comments: INT# 48

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	215	2549	261	193	2494	55	467	25	141	169	106	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	215	2549	261	193	2494	55	467	25	141	169	106	169
LANE	2 0 3 0 0 1 0			2 0 3 0 1 0			1 1 0 0 0 1 0			1 0 1 1 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: 637 B: 106

EastBound A: 110 B: 165

WestBound A: 246 B: 246

NorthBound A: 650 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 = A(N/B) + B(S/B)

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

V/C = (650 + 106 + 246 + 169) / 1375 = 0.927 LOS = E

Established by Chun Wong 12/94

0.907 LOS E

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

AM/PM: AM Comments: INT# 49

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	117	1929	323	270	1937	93	193	651	176	0	906	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1929	323	270	1937	93	193	651	176	0	906	70
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			2 0 1 0 1 0 0			0 0 3 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: 577 B: 270

EastBound A: 439 B: 0

WestBound A: 414 B: 195

NorthBound A: 643 B: 117

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	F

Results

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

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

V/C = (643 + 270 + 195 + 488) / 1375 = 1.026 LOS = F

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0.994 LOS F

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

AM/PM: AM Comments: INT# 50

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	1829	34	107	1692	157	126	212	205	292	249	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1829	34	107	1692	157	126	212	205	292	249	120
LANE	1 0 1	0 1 0	0	1 0 2	0 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: 846 B: 107

EastBound A: 155 B: 292

WestBound A: 212 B: 126

NorthBound A: 932 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 = A(W/B) + B(E/B)

V/C = (932 + 107 + 212 + 292) / *1500 = 0.950 LOS = E

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0.924

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

AM/PM: AM Comments: INT# 51

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	2178	0	0	1812	2154	0	1729	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2178	0	0	1812	2154	0	1729	0
LANE	0 0 0	0 0 0		0 0 4	0 0 0		0 0 4	0 0 3		0 0 4	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 545 B: 0

EastBound A: 432 B: 0

WestBound A: 453 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 = (0 + 545 + 453 + 0) / *1500 = 0.595 LOS = A

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

AM/PM: AM Comments: INT# 52

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	3054	466	333	3325	0	559	0	70	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3054	466	333	3325	0	559	0	70	0	0	0
LANE	0 0 4	0 0 1	0	2 0 4	0 0 0		2 0 0	0 0 1	1	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: 931 B: 183

EastBound A: 0 B: 6

WestBound A: 0 B: 207

NorthBound A: 764 B: 8

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 = (764 + 183 + 207 + 6) / *1425 = 0.740 LOS = C

Developed by Chun Wang, 12/94

0.710

2010AM

CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

AM/PM: AM Comments: INT# 53

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	214	1657	197	258	1401	52	349	715	347	133	1114	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	1657	197	258	1401	52	349	715	347	133	1114	190
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: 727 B: 142

EastBound A: 371 B: 73

WestBound A: 358 B: 192

NorthBound A: 927 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 = A(N/B) + B(S/B)

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

V/C = (927 + 142 + 192 + 371) / *1375 = 1.117 LOS = F

Developed by Chun Wang, 12/94

1.087

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20600

AM/PM: AM Comments: INT# 54

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	706	1733	325	242	1697	179	244	616	176	275	1152	590
AMBIENT												
RELATED												
PROJECT												
TOTAL	706	1733	325	242	1697	179	244	616	176	275	1152	590
LANE	2	0	2	0	1	0	2	0	2	0	1	0	2	0	2	0	1	0	2	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: 625 B: 133
EastBound A: 576 B: 151
WestBound A: 308 B: 134
NorthBound A: 685 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 = B(W/B) + A(E/B)

V/C = (388 + 625 + 134 + 576) / *1375 = 1.183 LOS = F

1.183

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20660

AM/PM: AM Comments: INT# 55

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	823	80	107	326	20	64	136	132	24	133	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	823	80	107	326	20	64	136	132	24	133	25
LANE	1	0	1	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0	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: 346 B: 107
EastBound A: 162 B: 24
WestBound A: 332 B: 64
NorthBound A: 452 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 = A(N/B) + B(S/B)

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

V/C = (452 + 107 + 332 + 24) / *1500 = 0.540 LOS = A

0.540

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20360

AM/PM: AM Comments: INT# 56

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	678	171	176	562	40	110	33	245	33	32	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	678	171	176	562	40	110	33	245	33	32	8
LANE	1	0	2	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto

Critical Movements Diagram

SouthBound A: 301 B: 176
EastBound A: 20 B: 35
WestBound A: 157 B: 110
NorthBound A: 339 B: 18

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 = (339 + 176 + 157 + 33) / *1375 = 0.643 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: AM Comments: INT# 57

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	198	2226	109	383	2150	414	88	1074	362	142	765	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	2226	109	383	2150	414	88	1074	362	142	765	82
LANE	1	0	3	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	0	2	0	2	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: 717 B: 211
EastBound A: 383 B: 78
WestBound A: 479 B: 88
NorthBound A: 584 B: 198

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 = S(N/B) + A(S/B)

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

V/C = (198 + 717 + 479 + 78) / *1375 = 1.001 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

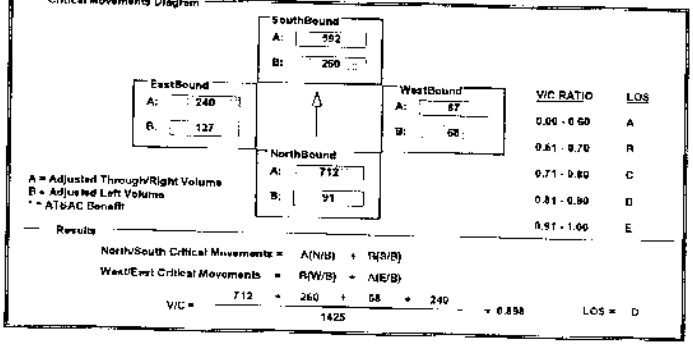
AM/PM: AM Comments: INT# 58

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	2849	187	473	2262	105	68	87	186	127	187	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	2849	187	473	2262	105	68	87	186	127	187	53
LANE	1 0 4 0			0 1 0			2 0 3 0			1 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (712 + 260 + 68 + 240) / 1425 = 0.858 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

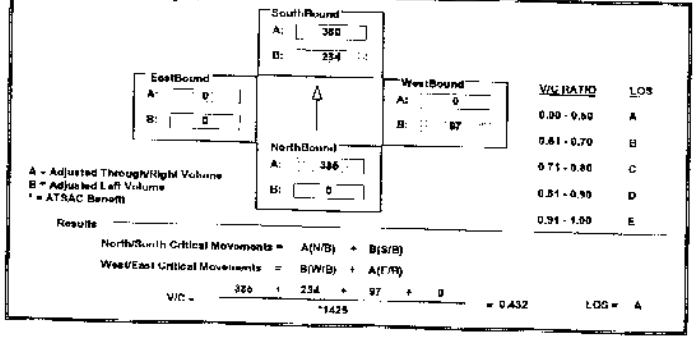
AM/PM: AM Comments: INT# 59

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	769	663	234	780	0	261	0	18	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	769	663	234	780	0	261	0	18	0	0	0
LANE	0 0 2 0			0 2 0			0 0 0			2 0 0 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (336 + 234 + 97 + 0) / 1425 = 0.432 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

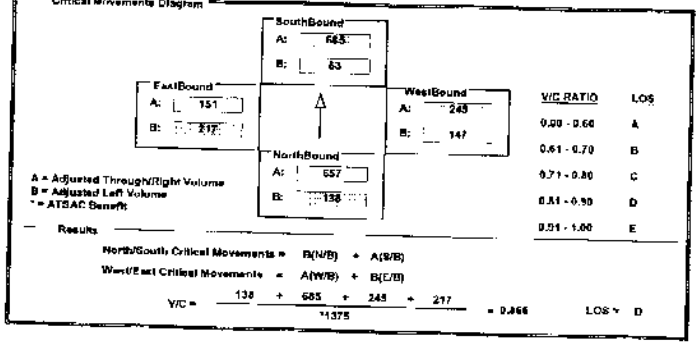
AM/PM: AM Comments: INT# 60

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	138	1620	352	53	1994	748	268	361	245	395	290	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	1620	352	53	1994	748	268	361	245	395	290	12
LANE	1 0 2 0			1 0 2 0			2 0 2 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



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 = (138 + 665 + 245 + 217) / 1375 = 0.866 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99326

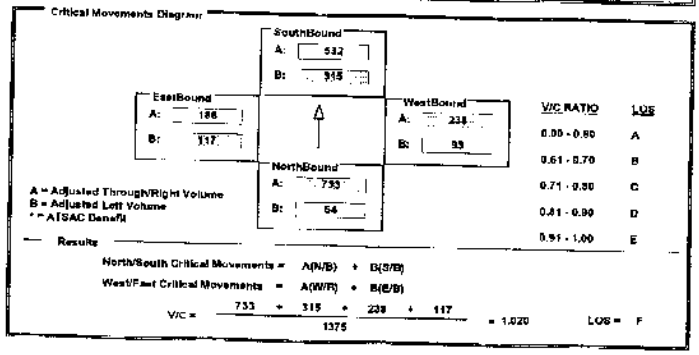
AM/PM: AM Comments: INT# 61

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	2930	634	573	1597	110	169	428	398	212	559	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	2930	634	573	1597	110	169	428	398	212	559	78
LANE	2 0 4 0			1 0 2 0			2 0 2 0			2 0 3 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



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 = (733 + 315 + 238 + 117) / 1375 = 1.020 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

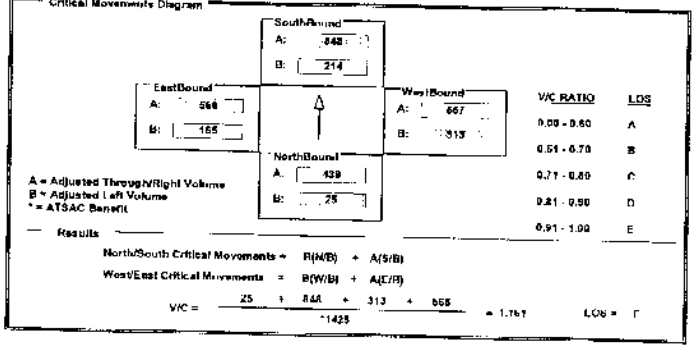
AM/PM: AM Comments: INT# 62

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	517	210	214	1278	418	313	1672	227	165	1703	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	517	210	214	1278	418	313	1672	227	165	1703	38
LANE	0 1 0	0 1 0		1 0 1	1 0 1		1 0 2	0 0 1		1 0 2	0 0 1	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (25 + 848 + 313 + 565) / 1425 = 1.767 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

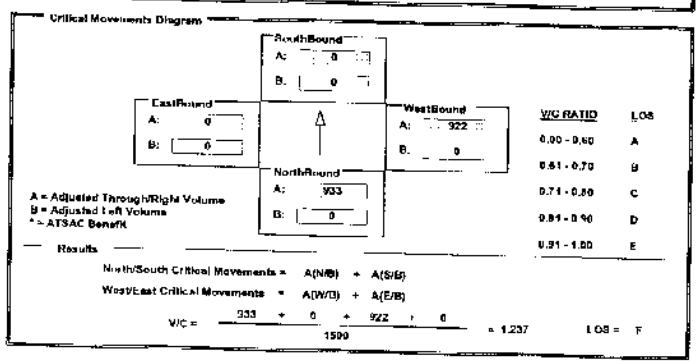
AM/PM: AM Comments: INT# 63

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	2798	0	0	0	0	0	0	2493	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2798	0	0	0	0	0	0	2493	0	0	0
LANE	0 3 0	0 0 0		0 0 0	0 0 0		0 0 0	0 0 3		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: Perm		Phasing: Auto	RTOR: <none>	

Critical Movements Diagram



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 = (933 + 0 + 922 + 0) / 1500 = 1.237 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

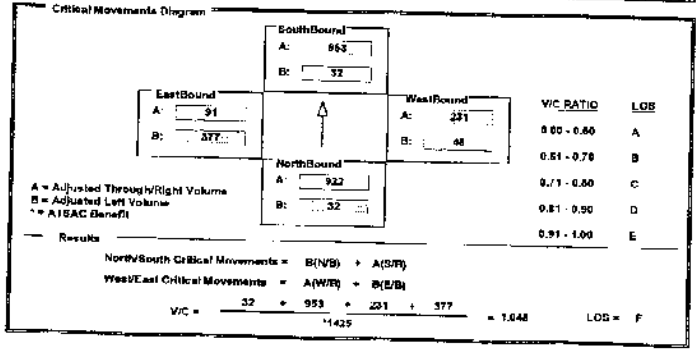
AM/PM: AM Comments: INT# 64

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	2750	17	32	2858	319	48	89	231	685	91	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	2750	17	32	2858	319	48	89	231	685	91	83
LANE	1 0 2	0 1 0	0	1 0 3	0 0 1	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



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 = (32 + 953 + 231 + 377) / 1425 = 1.048 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

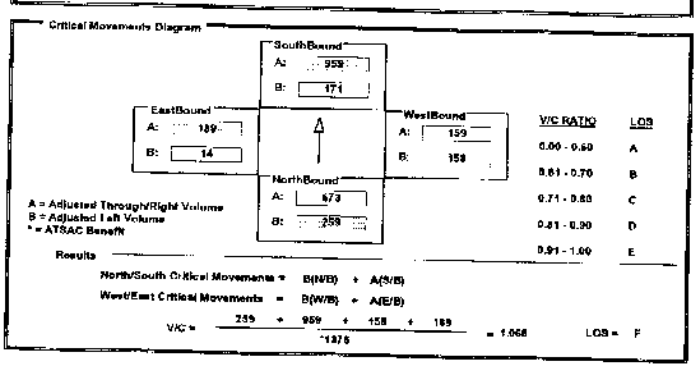
AM/PM: AM Comments: INT# 65

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	470	1921	99	310	1873	44	287	318	170	14	377	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	470	1921	99	310	1873	44	287	318	170	14	377	69
LANE	2 0 2	0 1 0	0	2 0 1	0 1 0	0	2 0 2	0 0 1	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: Auto	

Critical Movements Diagram



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 = (239 + 959 + 158 + 189) / 1375 = 1.068 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

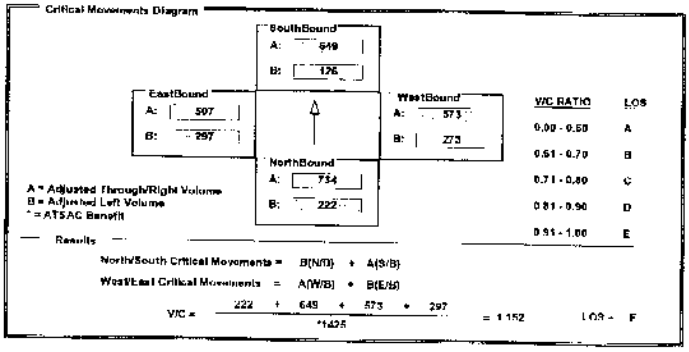
AM/PM: AM Comments: INT# 66

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	222	1468	250	126	1298	230	273	1719	196	297	1521	365
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	1468	250	126	1298	230	273	1719	196	297	1521	365
LANE	1 0	2 0	1 0	1 0	2 0	1 0	1 0	3 0	1 0	1 0	3 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (222 + 649 + 573 + 297) / *1425 = 1.152 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

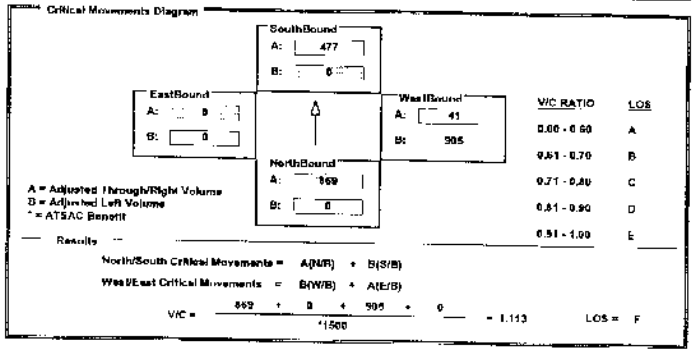
AM/PM: AM Comments: INT# 67

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	1738	1282	0	1411	20	1645	28	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1738	1282	0	1411	20	1645	28	13	0	0	0
LANE	1 0	2 0	2 0	0 0	2 0	1 0	2 0	0 1	0 0	0 0	0 0	0 1
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (869 + 0 + 995 + 0) / *1500 = 1.113 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

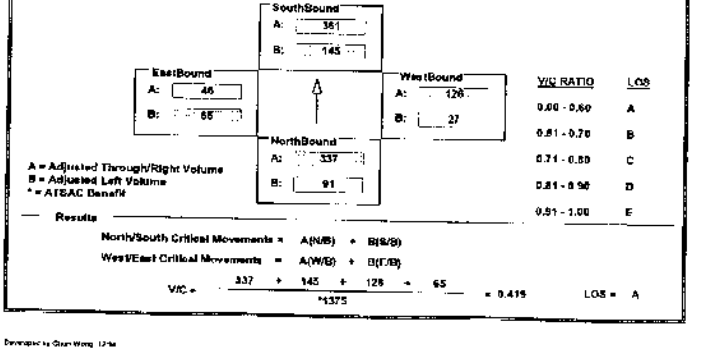
AM/PM: AM Comments: INT# 68

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	673	55	145	1082	202	27	126	108	119	46	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	673	55	145	1082	202	27	126	108	119	46	26
LANE	1 0	2 0	1 0	1 0	3 0	1 0	1 0	1 0	1 0	2 0	1 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (337 + 145 + 126 + 65) / *1375 = 0.415 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

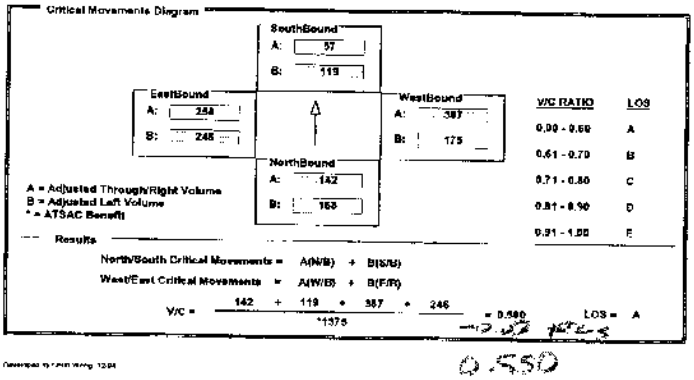
AM/PM: AM Comments: INT# 69

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	168	0	230	217	0	114	175	1162	61	248	978	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	0	230	217	0	114	175	1162	61	248	978	54
LANE	1 0	1 0	1 0	2 0	0 0	1 0	1 0	3 0	1 0	1 0	3 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (142 + 119 + 387 + 248) / *1375 = 0.560 LOS = A

0.550

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: AM Comments: INT# 70

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	45	0	50	0	1468	186	104	1338	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	45	0	50	0	1468	186	104	1338	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1
	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 50 B: 45

EastBound A: 446 B: 184

WestBound A: 551 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 = (0 + 50 + 551 + 184) / 1500 = 0.490 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: AM Comments: INT# 71

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	6	415	42	335	253	10	34	84	484	17	183	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	415	42	335	253	10	34	84	484	17	183	7
LANE	1	0	1	0	1	0	1	0	1	0	0	1
	0	1	0	1	0	0	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: 132 B: 335

EastBound A: 207 B: 17

WestBound A: 484 B: 34

NorthBound A: 229 B: 6

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 = (229 + 335 + 484 + 17) / 1500 = 0.640 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99296

AM/PM: AM Comments: INT# 72

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	562	1574	217	108	1148	350	175	717	35	129	557	618
AMBIENT												
RELATED												
PROJECT												
TOTAL	562	1574	217	108	1148	350	175	717	35	129	557	618
LANE	1	0	1	0	1	0	1	0	2	0	1	0
	1	0	2	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 574 B: 108

EastBound A: 337 B: 129

WestBound A: 576 B: 175

NorthBound A: 896 B: 562

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 = (562 + 574 + 175 + 337) / 1425 = 1.086 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: AM Comments: INT# 73

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	709	171	464	1380	0	0	0	0	40	0	284
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	709	171	464	1380	0	0	0	0	40	0	284
LANE	0	0	2	0	1	0	2	0	3	0	0	0
	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 466 B: 255

EastBound A: 162 B: 40

WestBound A: 0 B: 0

NorthBound A: 293 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 = (293 + 255 + 0 + 162) / 1425 = 0.428 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: AM Comments: INT# 74

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	610	0	0	1546	25	282	6	351	30	0	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	610	0	0	1546	25	282	6	351	30	0	40
LANE	1	0	2	0	1	0	0	0	2	0	1	0	1	0	0	1	0	1	0	1	0	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: 524 B: 0

EastBound A: 70 B: 30

WestBound A: 213 B: 213

NorthBound A: 203 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) + A(E/B)

V/C = (17 + 524 + 213 + 70) / 1425 = 0.568 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: AM Comments: INT# 75

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	130	0	8	0	1752	328	0	1503	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	8	0	1752	328	0	1503	0
LANE	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	1	0	0	0	4	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 69 B: 69

EastBound A: 376 B: 0

WestBound A: 693 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 = (0 + 69 + 693 + 0) / 1500 = 0.488 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: AM Comments: INT# 76

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	62	294	51	139	14	722	1012	55	75	1215	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	62	294	51	139	14	722	1012	55	75	1215	12
LANE	1	0	2	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 77 B: 51

EastBound A: 307 B: 75

WestBound A: 356 B: 397

NorthBound A: 51 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 = B(W/B) + A(E/B)

V/C = (37 + 77 + 397 + 307) / 1425 = 0.504 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: AM Comments: INT# 77

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	43	717	91	54	845	78	134	840	77	115	855	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	717	91	54	845	78	134	840	77	115	855	93
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	1	0	0	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: 462 B: 54

EastBound A: 704 B: 115

WestBound A: 727 B: 134

NorthBound A: 404 B: 43

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 = (43 + 462 + 727 + 115) / 1500 = 0.828 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OLIVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

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	1705	11	622	1431	0	21	0	1026	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1705	11	622	1431	0	21	0	1026	0	0	0
LANE	1 0	1 0	1 0	1 0	2 0	0 0	0 0	0 0	1 0	0 0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 716 B: 522

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 856 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 = + +

V/C = (856 + 622 + + +) / *1500 = 0.917 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: AM Comments: INT# 79

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	36	293	74	98	59	233	266	22	58	310	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	36	293	74	98	59	233	266	22	58	310	66
LANE	1 0	1 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: 79 B: 74

EastBound A: 188 B: 58

WestBound A: 144 B: 255

NorthBound A: 293 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) + B(S/B)

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

V/C = (293 + 74 + 255 + 188) / *1500 = 0.455 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: AM Comments: INT# 80

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	109	348	49	29	310	144	77	149	67	114	98	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	348	49	29	310	144	77	149	67	114	98	180
LANE	1 0	1 0	0 1	0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 237 B: 29

EastBound A: 120 B: 114

WestBound A: 108 B: 77

NorthBound A: 348 B: 109

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 = (348 + 29 + 77 + 180) / *1500 = 0.353 LOS = A

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0.353

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: AM Comments: INT# 81

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	3424	155	145	3787	0	44	0	44	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3424	155	145	3787	0	44	0	44	0	0	0
LANE	0 0	4 0	0 1	0	2 0	4 0	0 0	0	1 0	0 0	0 1	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 947 B: 80

EastBound A: 0 B: 0

WestBound A: 5 B: 29

NorthBound A: 858 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 = (0 + 947 + 29 + 0) / *1425 = 0.615 LOS = B

Developed by Chun Wong, 1994

0.615 LOS B

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #83 McConnell / Jefferson [2010 Base AM]

****

Average Delay (sec/veh): 95.4 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	3 0	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	29	0	75	83	1300	0	0	1532	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	75	83	1300	0	0	1532	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	75	83	1300	0	0	1532	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	29	0	75	83	1300	0	0	1532	146
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2204	xxxx	584	1678	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	39	xxxx	460	387	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	xxxx	460	387	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	305.1	xxxx	14.3	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT	LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			95.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

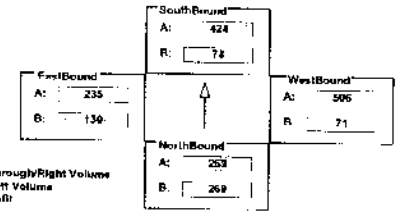
AM/PM: AM Comments: INT# 82

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	704	321	50	78	848	113	71	1393	124	130	704	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	704	321	50	78	848	113	71	1393	124	130	704	0
LANE	2	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

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) + A(S/B)

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

V/C = (269 + 424 + 505 + 130) / 1425 = 0.863 LOS = D

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

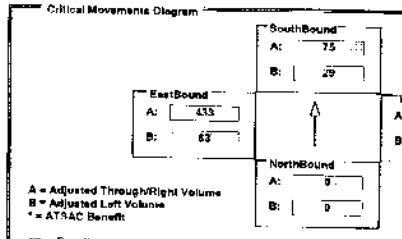
AM/PM: AM Comments: INT# 83

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	29	0	75	0	1532	146	83	1300	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	29	0	75	0	1532	146	83	1300	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	1	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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) + A(S/B)

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

V/C = (0 + 75 + 559 + 83) / 1500 = 0.476 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

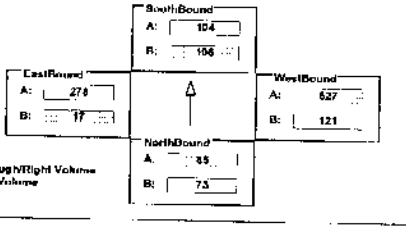
AM/PM: AM Comments: INT# 84

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	85	307	106	80	44	220	1524	58	17	799	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	85	307	106	80	44	220	1524	58	17	799	34
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (85 + 106 + 527 + 17) / 1425 = 0.446 LOS = A

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

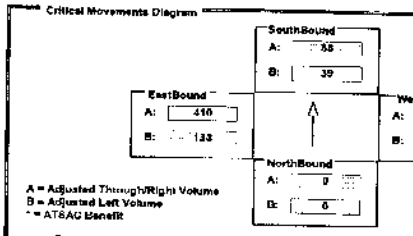
AM/PM: AM Comments: INT# 85

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	39	0	68	0	1650	207	133	1229	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	39	0	68	0	1650	207	133	1229	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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) + A(S/B)

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

V/C = (0 + 68 + 619 + 133) / 1500 = 0.477 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: LOYOLA BL | I/S No: 99164

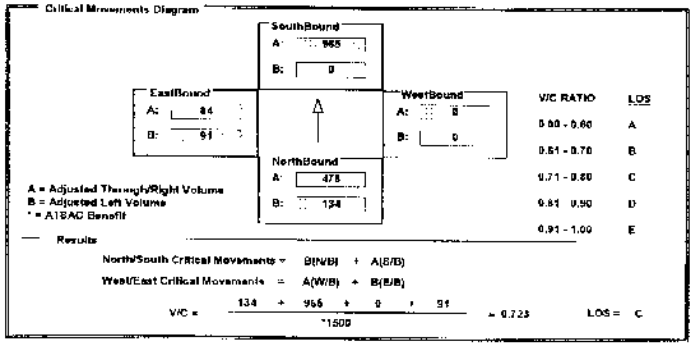
AM/PM: AM | Comments: INT# 86

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	1911	0	0	2660	234	0	0	0	165	0	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	1911	0	0	2660	234	0	0	0	165	0	84
LANE	1	0	4	0	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (134 + 956 + 0 + 91) / 1500 = 0.725 LOS = C

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY | W/E: MARINA EXWY EB RAMPS | I/S No: 20450

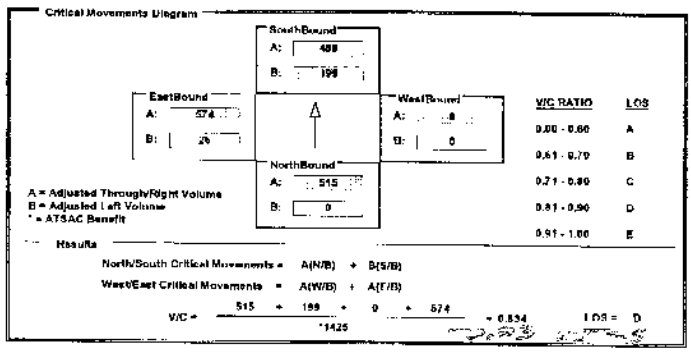
AM/PM: AM | Comments: INT# 87

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	563	983	381	980	0	0	0	0	26	1123	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	983	381	980	0	0	0	0	26	1123	24
LANE	0	0	1	0	1	1	0	2	2	0	0	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flt	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (515 + 199 + 0 + 574) / 1425 = 0.834 LOS = D

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY | W/E: MARINA EXWY WB RAMPS | I/S No: 20430

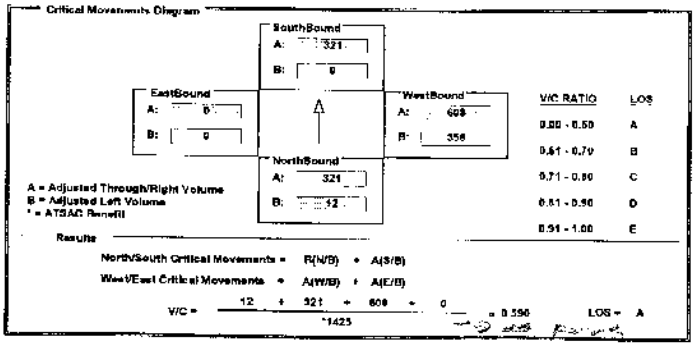
AM/PM: AM | Comments: INT# 88

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	12	570	0	0	963	109	356	1215	324	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	570	0	0	963	109	356	1215	324	0	0	0
LANE	0	1	1	0	0	0	0	0	3	0	1	0	1	1	1	0	0	1	0	0	0
SIGNAL	Phasing: Prot-Flt	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (12 + 321 + 608 + 0) / 1425 = 0.596 LOS = A

Developed by Chun Wong, 1994

0.580

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV | W/E: WASHINGTON BL | I/S No: 20850

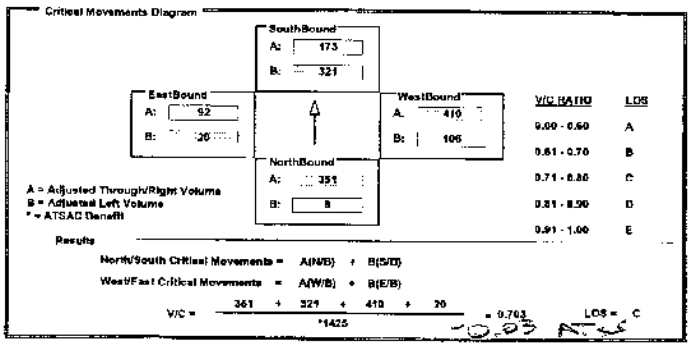
AM/PM: AM | Comments: INT# 89

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	8	343	178	321	154	10	106	54	571	20	64	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	343	178	321	154	10	106	54	571	20	64	8
LANE	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (351 + 321 + 410 + 20) / 1425 = 0.703 LOS = C

Developed by Chun Wong, 1994

0.703

2010AM

CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

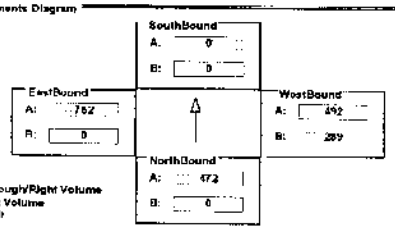
AM/PM: AM Comments: INT# 90

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	472	0	0	0	289	984	0	0	1503	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	472	0	0	0	289	984	0	0	1503	181
LANE	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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	F

Results

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

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

V/C = (472 + 0 + 289 + 752) / 1500 = 1.009 LOS = F

Developed by Chun Hung 10:08

2010AM

CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

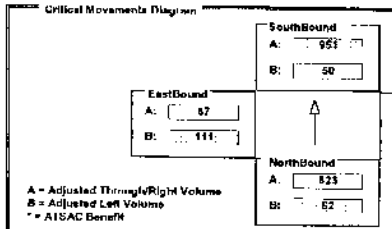
AM/PM: AM Comments: INT# 91

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	62	2436	33	50	2854	171	27	103	115	111	71	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	2436	33	50	2854	171	27	103	115	111	71	87
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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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	F

Results

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

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

V/C = (62 + 951 + 123 + 111) / 1500 = 0.761 LOS = C

Developed by Chun Hung 10:08

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CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

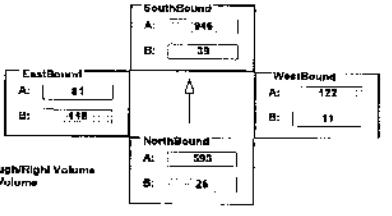
AM/PM: AM Comments: INT# 92

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	26	2363	8	39	2796	42	11	54	68	118	81	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	2363	8	39	2796	42	11	54	68	118	81	61
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	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



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 = (26 + 946 + 122 + 118) / 1500 = 0.738 LOS = C

Developed by Chun Hung 10:08

2010AM

CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

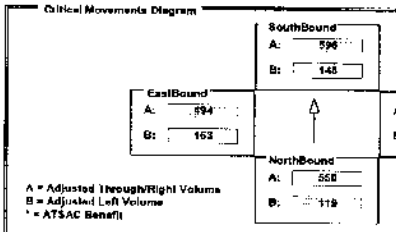
AM/PM: AM Comments: INT# 93

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	346	85	148	411	37	237	1071	189	163	1425	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	346	85	148	411	37	237	1071	189	163	1425	56
LANE	0	0	0	1	0	0	0	0	0	1	0	2	0	1	0	1	0	2	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



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 = (119 + 596 + 237 + 404) / 1500 = 0.894 LOS = D

-0.03 ATSAC

0.864

Developed by Chun Hung 10:08

2010AM

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92001

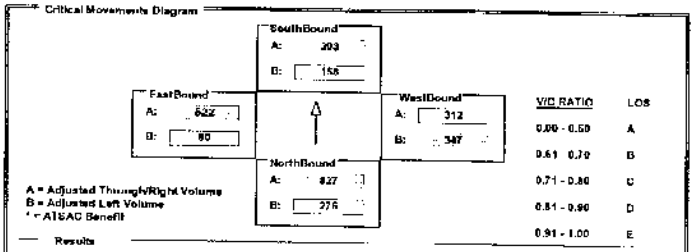
AM/PM: AM Comments: INT# 94

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	501	406	827	158	167	36	347	551	73	60	730	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	501	406	827	158	167	36	347	551	73	60	730	314
LANE	2	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (827 + 203 + 347 + 522) / 1425 = 1.263 LOS = F

Developed by Chun Wong, 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

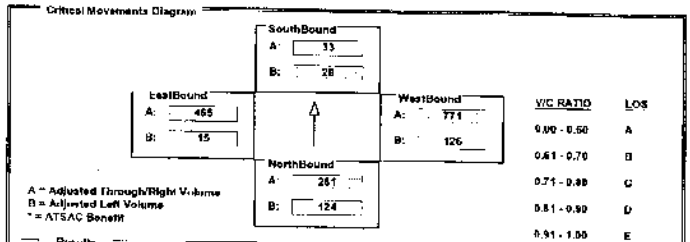
AM/PM: AM Comments: INT# 95

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	1	560	20	3	10	229	2280	32	15	1394	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	1	560	20	3	10	229	2280	32	15	1394	328
LANE	2	0	0	1	1	0	0	0	1	0	0	0	2	0	2	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (281 + 20 + 771 + 15) / 1500 = 0.725 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

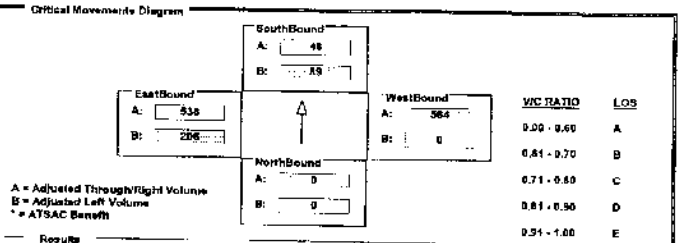
AM/PM: AM Comments: INT# 96

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	161	0	151	0	1127	539	206	1075	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	161	0	151	0	1127	539	206	1075	0
LANE	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0	0	1	0	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 89 + 564 + 206) / 1425 = 0.593 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

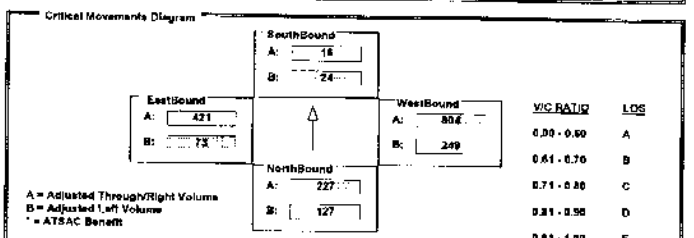
AM/PM: AM Comments: INT# 97

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	127	17	438	24	7	25	453	2295	117	133	1252	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	17	438	24	7	25	453	2295	117	133	1252	90
LANE	1	0	0	0	1	1	0	1	0	0	0	1	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (227 + 24 + 804 + 73) / 1425 = 0.792 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99215

AM/PM: AM Comments: INT# 98

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	408	0	69	0	1582	543	56	1154	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	408	0	69	0	1582	543	56	1154	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 69 B: 224

EastBound A: 577 B: 69

WestBound A: 1063 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 = (0 + 224 + 1063 + 56) / 1500 = 0.895 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

AM/PM: AM Comments: INT# 99

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	64	1387	109	171	1614	327	228	645	264	310	801	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1387	109	171	1614	327	228	645	264	310	801	54
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	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: 807 B: 171

EastBound A: 428 B: 310

WestBound A: 323 B: 228

NorthBound A: 604 B: 64

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 = (64 + 807 + 228 + 428) / 1500 = 0.948 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

AM/PM: AM Comments: INT# 100

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	212	759	208	173	876	136	200	1099	246	179	1009	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	759	208	173	876	136	200	1099	246	179	1009	180
LANE	2	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	2	0	1	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: 438 B: 95

EastBound A: 505 B: 179

WestBound A: 673 B: 200

NorthBound A: 484 B: 117

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 = (484 + 95 + 673 + 179) / 1375 = 0.971 LOS = E

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2010AM

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

AM/PM: AM Comments: INT# 101

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	812	27	308	1072	235	211	792	163	203	1074	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	812	27	308	1072	235	211	792	163	203	1074	75
LANE	2	0	2	0	1	0	1	0	2	0	0	1	0	1	0	2	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: 535 B: 308

EastBound A: 537 B: 112

WestBound A: 316 B: 211

NorthBound A: 406 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 = A(N/B) + B(S/B)

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

V/C = (406 + 308 + 211 + 537) / 1375 = 0.994 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99274

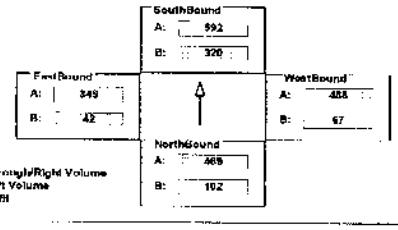
AM/PM: AM Comments: INT# 102

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	102	535	402	320	1047	137	67	906	70	42	995	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	535	402	320	1047	137	67	906	70	42	995	53
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	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



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 = (468 + 320 + 468 + 42) / 1375 = 0.889 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

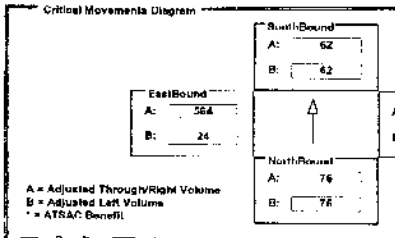
AM/PM: AM Comments: INT# 103

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	38	249	82	42	31	368	945	114	24	1128	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	38	249	82	42	31	368	945	114	24	1128	150
LANE	1	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	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



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 = (76 + 62 + 368 + 564) / 1375 = 0.768 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

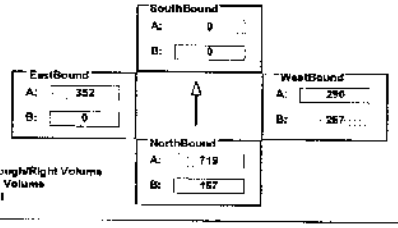
AM/PM: AM Comments: INT# 104

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	303	0	852	0	0	0	485	580	0	0	625	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	303	0	852	0	0	0	485	580	0	0	625	78
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto

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) + A(S/B)

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

V/C = (719 + 0 + 267 + 352) / 1425 = 0.889 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

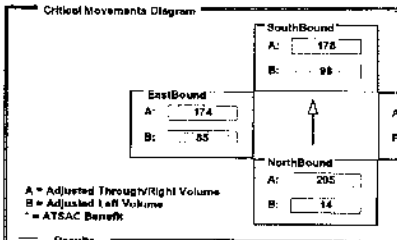
AM/PM: AM Comments: INT# 105

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	409	250	179	349	6	74	608	515	85	377	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	409	250	179	349	6	74	608	515	85	377	146
LANE	2	0	2	0	1	0	2	0	1	0	1	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

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 = (295 + 98 + 466 + 85) / 1375 = 0.661 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

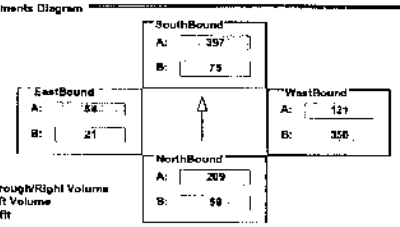
AM/PM: AM Comments: INT# 106

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	614	384	75	1122	69	636	80	41	21	63	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	614	384	75	1122	69	636	80	41	21	63	114
LANE	1	0	3	0	0	1	0	1	2	0	1	0	0	2	0	0	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (59 + 397 + 358 + 84) / 1375 = 0.577 LOS = A

Developed by Chun Wong, 12-94

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

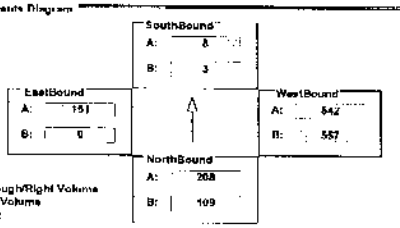
AM/PM: AM Comments: INT# 107

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	211	7	1390	3	3	5	1505	1083	14	0	453	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	7	1390	3	3	5	1505	1083	14	0	453	422
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Free	

Critical Movements Diagram



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

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

Results

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

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

V/C = (208 + 8 + 557 + 151) / 1375 = 0.672 LOS = B

Developed by Chun Wong, 12-94

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

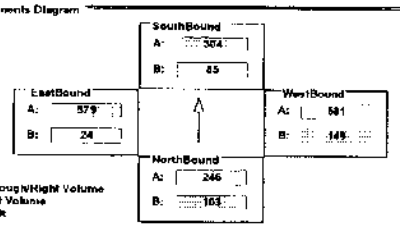
AM/PM: AM Comments: INT# 108

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	103	56	87	65	178	41	149	1161	16	24	1158	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	56	87	65	178	41	149	1161	16	24	1158	135
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	1	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



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

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

Results

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

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

V/C = (103 + 394 + 149 + 579) / 1500 = 0.667 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

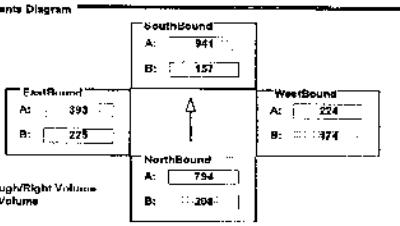
AM/PM: AM Comments: INT# 109

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	1587	181	157	1681	208	174	305	142	225	687	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1587	181	157	1681	208	174	305	142	225	687	99
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (208 + 941 + 174 + 393) / 1375 = 1.246 LOS = F

Developed by Chun Wong, 12-94

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

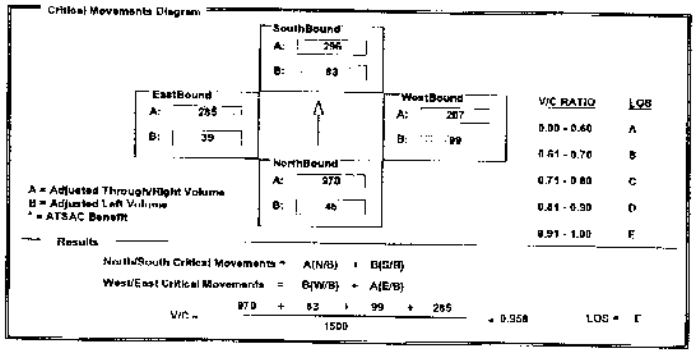
AM/PM: AM Comments: INT# 110

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	832	138	83	298	23	99	207	168	39	285	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	832	138	83	298	23	99	207	168	39	285	37
LANE	1 0	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



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 = (970 + 83 + 99 + 285) / 1500 = 0.958 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

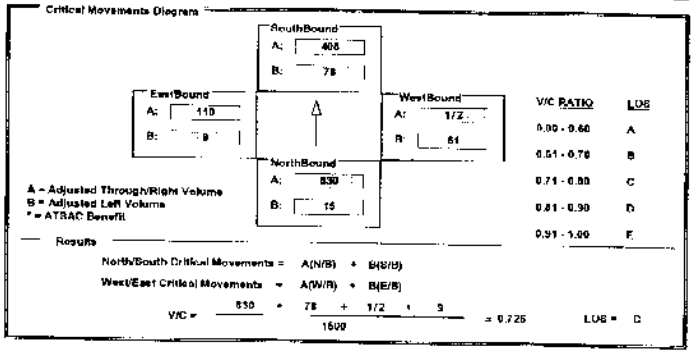
AM/PM: AM Comments: INT# 111

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	1474	185	78	800	16	61	88	84	9	101	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1474	185	78	800	16	61	88	84	9	101	16
LANE	1 0	1 0	1	0	1	0	1 0	1	0	1 0	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (830 + 78 + 172 + 9) / 1500 = 0.725 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

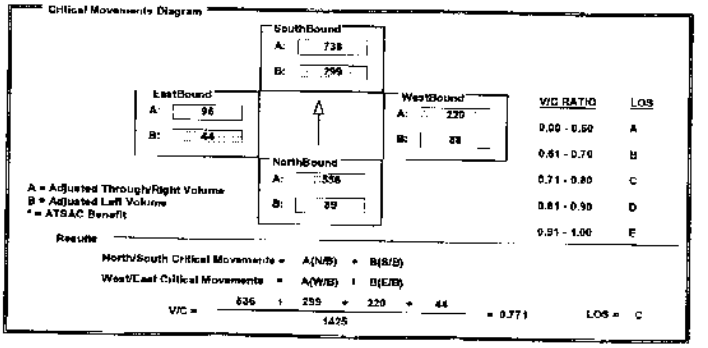
AM/PM: AM Comments: INT# 112

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	89	921	150	543	1453	23	88	116	324	44	79	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	921	150	543	1453	23	88	116	324	44	79	25
LANE	1 0	1	0	2 0	1	0	1 0	1	0	1 0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (836 + 299 + 220 + 44) / 1425 = 0.771 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

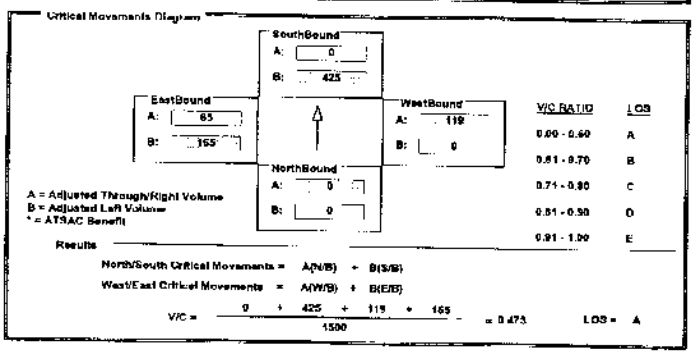
AM/PM: AM Comments: INT# 113

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	773	0	209	0	119	597	185	129	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	773	0	209	0	119	597	185	129	0
LANE	0	0	0	2 0	0	1	0	1 0	1	1 0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 425 + 119 + 185) / 1500 = 0.473 LOS = A

Developed by Chun Wang, 2004

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

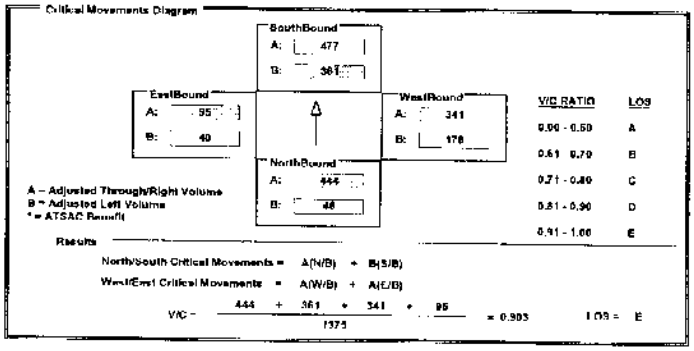
AM/PM: AM Comments: INT# 114

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	677	211	657	932	21	207	148	522	40	43	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	677	211	657	932	21	207	148	522	40	43	52
LANE	1 0 1 0 1 0 0			2 0 1 0 1 0 0			1 1 0 0 0 1 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{444 + 361 + 341 + 95}{1375} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12:34

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

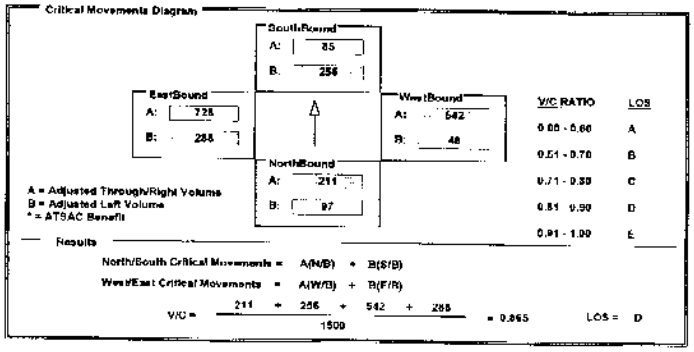
AM/PM: AM Comments: INT# 115

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	97	117	208	256	85	69	48	992	92	288	1427	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	117	208	256	85	69	48	992	92	288	1427	28
LANE	0 1 0 0 1 0 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



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)

$$V/C = \frac{211 + 256 + 542 + 288}{1509} = 0.865 \qquad LOS = D$$

Developed by Chun Wong, 12:34

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99185

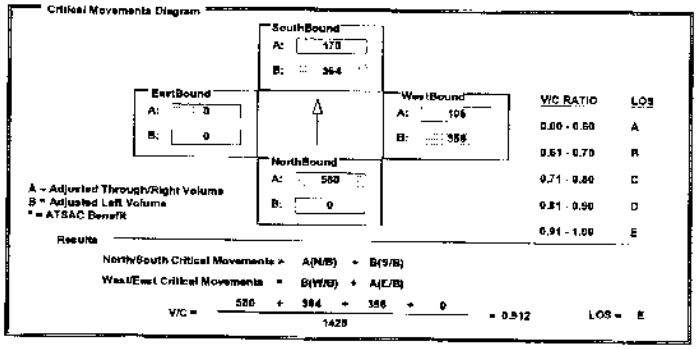
AM/PM: AM Comments: INT# 116

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	1160	1395	384	509	0	647	0	523	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1160	1395	384	509	0	647	0	523	0	0	0
LANE	0 0 2 0 0 1 0			1 0 3 0 0 0 0			2 0 1 0 0 0 2 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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)

$$V/C = \frac{526 + 384 + 358 + 0}{1428} = 0.912 \qquad LOS = E$$

Developed by Chun Wong, 12:34

2010AM

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

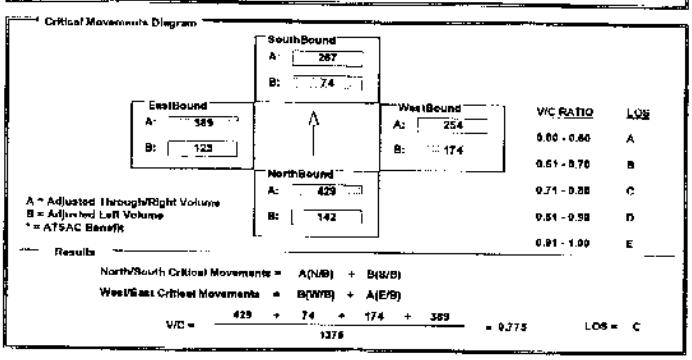
AM/PM: AM Comments: INT# 117

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	142	541	316	74	475	59	174	334	173	123	696	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	541	316	74	475	59	174	334	173	123	696	82
LANE	1 0 1 0 1 0 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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{429 + 74 + 174 + 389}{1376} = 0.775 \qquad LOS = C$$

Developed by Chun Wong, 12:34

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NEILSON WAY W/E: PICO BL I/S No: 99316

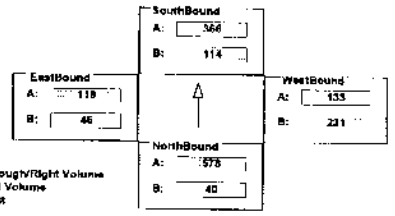
AM/PM: AM Comments: INT# 118

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	1156	456	207	704	28	231	116	247	46	198	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	1156	456	207	704	28	231	116	247	46	198	35
LANE	1	0	2	0	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto				

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 = (575 + 114 + 231 + 116) / 1425 = 0.729 LOS = C

Developed by Chen Wong, 1994

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

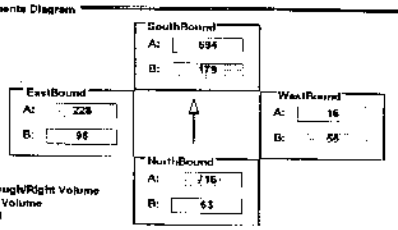
AM/PM: AM Comments: INT# 119

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	63	2718	147	179	2734	43	55	16	63	98	110	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	2718	147	179	2734	43	55	16	63	98	110	118
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (716 + 179 + 55 + 228) / 1425 = 0.827 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

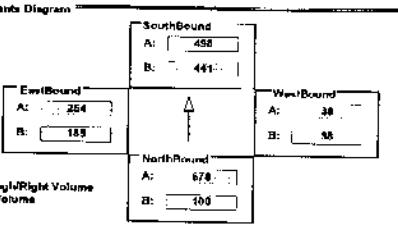
AM/PM: AM Comments: INT# 120

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	2713	261	441	1703	288	42	73	67	185	345	162
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	2713	261	441	1703	288	42	73	67	185	345	162
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (675 + 441 + 38 + 254) / 1375 = 1.026 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

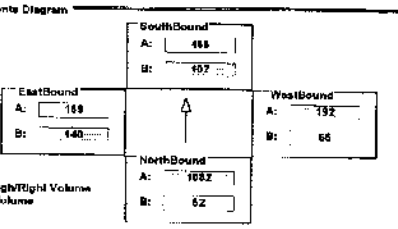
AM/PM: AM Comments: INT# 121

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	3196	51	185	1483	70	65	192	201	140	325	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	3196	51	185	1483	70	65	192	201	140	325	53
LANE	1	0	2	0	1	0	0	2	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = (1082 + 192 + 192 + 140) / 1375 = 1.183 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: MANHATTAN BEACH BL | I/S No: 99336

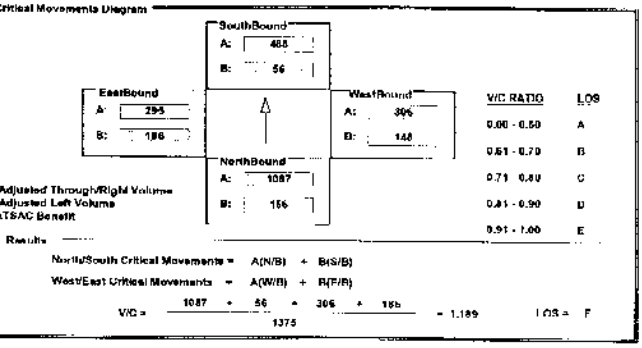
AM/PM: AM | Comments: INT# 122

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	3136	126	102	1343	120	148	557	334	186	590	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	3136	126	102	1343	120	148	557	334	186	590	107
LANE	1 0 2	0	1	0	0	2	0	2	0	1	0	0
	1 0 2	0	0	1	0							
	1 0 2	0	0	1	0							
	1 0 2	0	0	1	0							
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{1087 + 56 + 306 + 156}{1375} = 1.189 \qquad LOS = F$$

Developed by Chun Wong, 1284

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: SHORT AV | I/S No: 20480

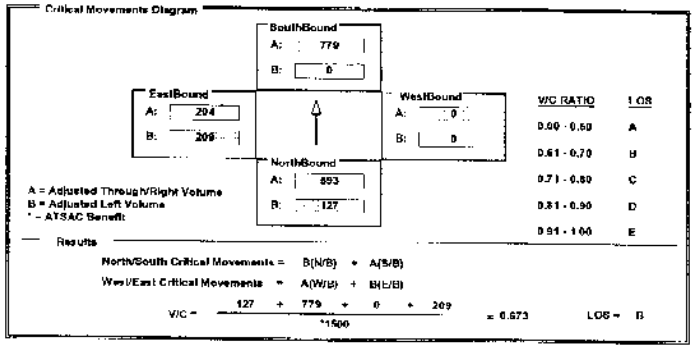
AM/PM: AM | Comments: INT# 123

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	127	1185	0	0	1413	145	0	0	0	209	0	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	1185	0	0	1413	145	0	0	0	209	0	204
LANE	1 0 2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{127 + 779 + 0 + 209}{1500} = 0.673 \qquad LOS = B$$

Developed by Chun Wong, 1284

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: PICO BL | I/S No: 99308

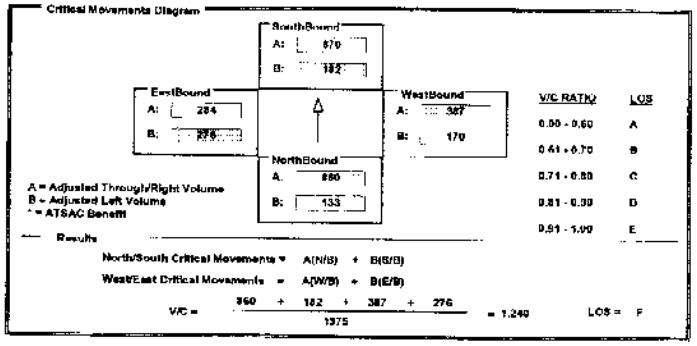
AM/PM: AM | Comments: INT# 124

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	133	1526	193	182	1596	143	309	642	132	276	567	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	1526	193	182	1596	143	309	642	132	276	567	106
LANE	1 0 1	0	1	0	0	1	0	1	0	0	2	0	1	0	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



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)

$$V/C = \frac{860 + 182 + 387 + 276}{1375} = 1.240 \qquad LOS = F$$

Developed by Chun Wong, 1284

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV | W/E: WILSHIRE BL | I/S No: 99329

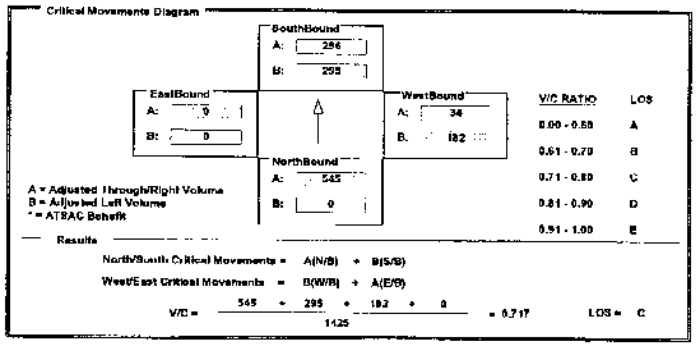
AM/PM: AM | Comments: INT# 125

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	675	636	295	591	0	325	0	220	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	675	636	295	591	0	325	0	220	0	0	0
LANE	0 0 2	0	0	1	0	1	0	2	0	0	0	1	0	0	0	1	1	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



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)

$$V/C = \frac{545 + 295 + 182 + 0}{1425} = 0.717 \qquad LOS = C$$

Developed by Chun Wong, 1284

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

AM/PM: AM Comments: INT# 126

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	472	1020	7	34	574	252	0	0	9	410	42	467
AMBIENT												
RELATED												
PROJECT												
TOTAL	472	1020	7	34	574	252	0	0	9	410	42	467
LANE	2	0	1	0	1	0	0	1	0	2	0	0	1	0	0	1	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 287 B: 34

EastBound A: 306 B: 306

WestBound A: 9 B: 0

NorthBound A: 514 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 = A(N/B) + B(S/B)

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

V/C = (514 + 34 + 0 + 306) / 1375 = 0.621 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

AM/PM: AM Comments: INT# 127

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	214	142	162	357	58	184	633	181	71	672	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	214	142	162	357	58	184	633	181	71	672	150
LANE	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: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 208 B: 162

EastBound A: 411 B: 71

WestBound A: 407 B: 184

NorthBound A: 178 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 = B(W/B) + A(E/B)

V/C = (136 + 208 + 184 + 411) / 1426 = 0.659 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99297

AM/PM: AM Comments: INT# 128

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	61	881	109	99	305	298	128	323	223	551	483	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	881	109	99	305	298	128	323	223	551	483	23
LANE	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 302 B: 99

EastBound A: 253 B: 551

WestBound A: 273 B: 128

NorthBound A: 495 B: 61

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 = (495 + 99 + 273 + 551) / 1375 = 1.031 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99284

AM/PM: AM Comments: INT# 129

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	498	0	0	224	42	69	16	208	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	498	0	0	224	42	69	16	208	0	0	0
LANE	1	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 224 B: 0

EastBound A: 0 B: 0

WestBound A: 208 B: 69

NorthBound A: 498 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 = A(W/B) + A(E/B)

V/C = (498 + 0 + 208 + 0) / 1509 = 0.471 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST | W/E: OCEAN PARK BL S | I/S No: 99280

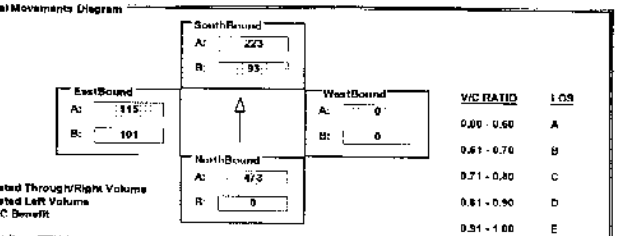
AM/PM: AM | Comments: INT# 130

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	473	183	93	223	0	0	0	0	101	14	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	473	183	93	223	0	0	0	0	101	14	32
LANE	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{473 + 93 + 0 + 115}{1500} = 0.454 \qquad LOS = A$$

Developed by Chun Wong, 12-04

2010AM

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: WILSHIRE BL | I/S No: 99310

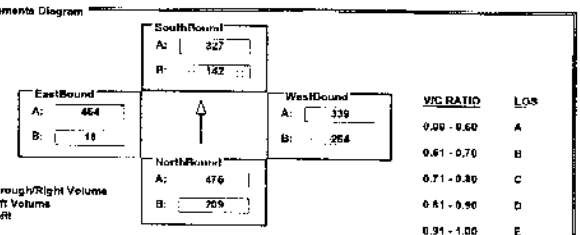
AM/PM: AM | Comments: INT# 131

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	475	256	142	533	120	264	677	41	18	927	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	475	256	142	533	120	264	677	41	18	927	240
LANE	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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{475 + 142 + 264 + 464}{1500} = 0.897 \qquad LOS = D$$

Developed by Chun Wong, 12-04

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST | W/E: PICO BL | I/S No: 99282

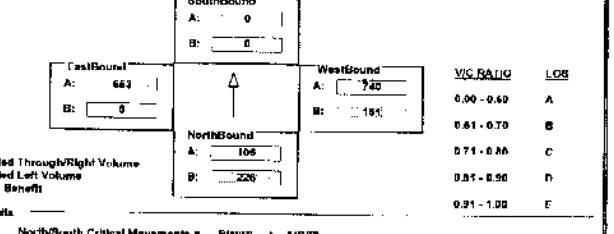
AM/PM: AM | Comments: INT# 132

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	0	187	0	0	0	161	1479	1	0	1072	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	0	187	0	0	0	161	1479	1	0	1072	234
LANE	1	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{226 + 0 + 161 + 653}{1425} = 0.730 \qquad LOS = C$$

Developed by Chun Wong, 12-04

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST | W/E: OCEAN PARK BL | I/S No: 99280

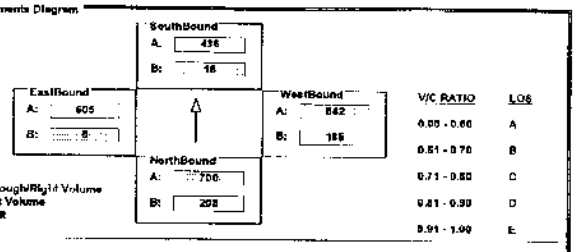
AM/PM: AM | Comments: INT# 133

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	644	340	18	418	69	185	834	8	1	1062	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	644	340	18	418	69	185	834	8	1	1062	148
LANE	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{700 + 18 + 842 + 8}{1425} = 1.095 \qquad LOS = F$$

Developed by Chun Wong, 12-04

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

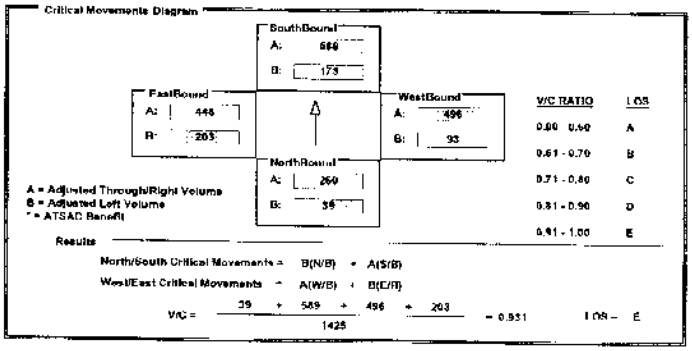
AM/PM: AM Comments: INT# 134

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	39	498	22	173	589	582	93	821	170	369	744	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	498	22	173	589	582	93	821	170	369	744	152
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0		1 0 1	0 1 0		2 0 1	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (39 + 589 + 496 + 203) / 1425 = 0.931 LOS = E

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July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

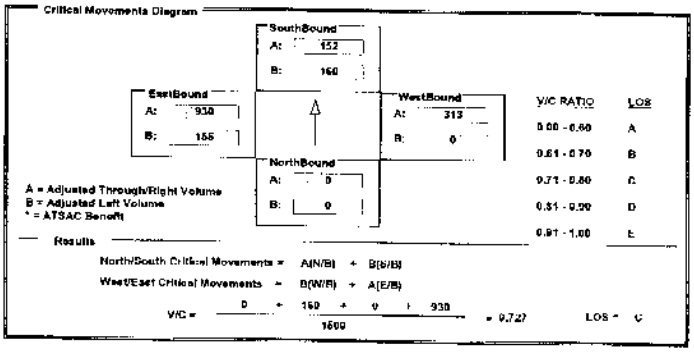
AM/PM: AM Comments: INT# 135

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	160	0	152	0	626	254	155	1239	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	160	0	152	0	626	254	155	1239	0
LANE	0 0 0	0 0 0	0	1 0 0	0 1 0		0 0 2	0 0 1	0	0 1 1	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 160 + 0 + 930) / 1600 = 0.727 LOS = C

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

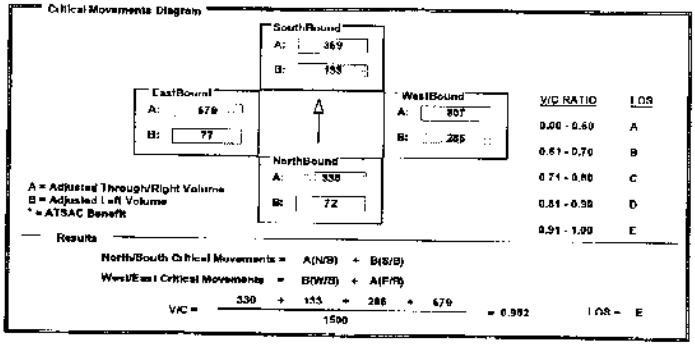
AM/PM: AM Comments: INT# 136

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	72	570	89	133	642	95	286	1467	147	77	1266	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	570	89	133	642	95	286	1467	147	77	1266	91
LANE	1 0 1	0 1 0	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



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 = (336 + 133 + 286 + 579) / 1500 = 0.982 LOS = E

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

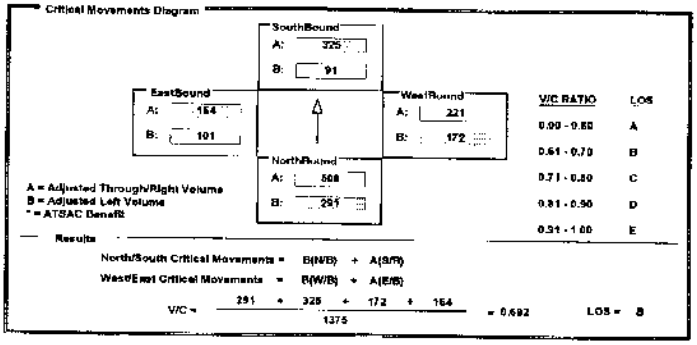
AM/PM: AM Comments: INT# 137

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	830	186	91	617	33	172	353	78	101	327	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	830	186	91	617	33	172	353	78	101	327	118
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	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



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 = (291 + 325 + 172 + 164) / 1375 = 0.692 LOS = B

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

AM/PM: AM Comments: INT# 138

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	699	501	1389	1036	15	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	699	501	1389	1036	15	0	0	0	0	0	25
LANE	0	0	2	0	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free	

Critical Movements Diagram

SouthBound A: 528 B: 764

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 501 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 = (501 + 764 + 0 + 0) / 1425 = 0.883 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

AM/PM: AM Comments: INT# 139

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	706	0	0	1731	0	812	0	1808	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	706	0	0	1731	0	812	0	1808	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 433 B: 0

EastBound A: 0 B: 0

WestBound A: 994 B: 447

NorthBound A: 353 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 = D(N/B) + A(S/B)

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

V/C = (0 + 433 + 994 + 0) / 1500 = 0.951 LOS = E

Developed by Chun Wong, 12-04

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

AM/PM: AM Comments: INT# 140

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	36	21	214	45	43	22	1680	21	31	1171	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	36	21	214	45	43	22	1680	21	31	1171	83
LANE	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	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: 302 B: 214

EastBound A: 627 B: 31

WestBound A: 851 B: 22

NorthBound A: 68 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 = B(N/B) + A(S/B)

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

V/C = (32 + 302 + 851 + 31) / 1500 = 0.741 LOS = C

Developed by Chun Wong, 12-04

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AV I/S No: 99190

AM/PM: AM Comments: INT# 141

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	42	0	31	40	0	106	18	1916	24	59	1460	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	40	0	106	18	1916	24	59	1460	16
LANE	1	0	0	0	1	0	1	0	0	0	1	0	1	0	1	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: 106 B: 40

EastBound A: 736 B: 59

WestBound A: 970 B: 18

NorthBound A: 31 B: 42

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 = (42 + 106 + 970 + 59) / 1500 = 0.765 LOS = C

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CalcaDB

July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: CULVER BL I/S No: 99412

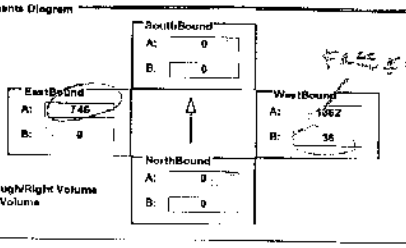
AM/PM: AM Comments: INT# 142

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	523	0	0	0	36	1362	0	0	1491	504
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	523	0	0	0	36	1362	0	0	1491	504
LANE	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

Critical Movements Diagram



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

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

Results

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

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

V/C = 746 + 1362 + 0 / 1500 = 0.908 LOS = E

0.52 A

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CalcaDB

July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

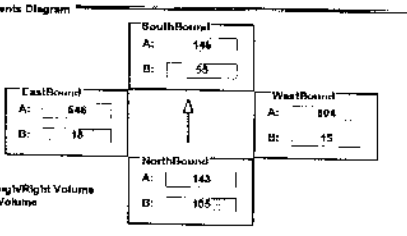
AM/PM: AM Comments: INT# 143

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	105	8	30	55	8	85	15	2367	45	18	1501	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	8	30	55	8	85	15	2367	45	18	1501	37
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = 105 + 146 + 804 + 18 / 1425 = 0.753 LOS = C

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July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

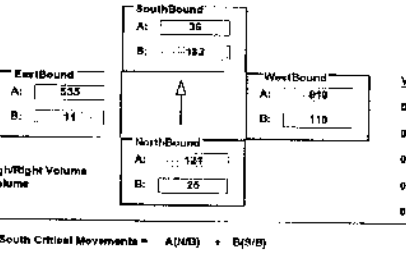
AM/PM: AM Comments: INT# 144

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	18	103	182	36	20	110	2659	72	11	1598	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	18	103	182	36	20	110	2659	72	11	1598	6
LANE	1	0	0	0	1	0	0	1	0	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = 121 + 182 + 919 + 11 / 1425 = 0.859 LOS = D

Developed by Chun Wong 12/94

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July 17, 2003 ,Thursday 05:05:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

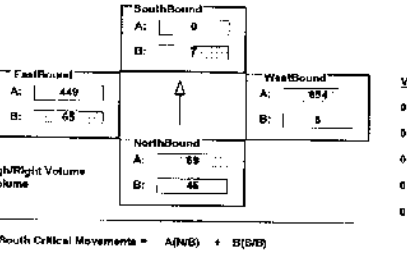
AM/PM: AM Comments: INT# 145

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	0	23	7	0	16	8	1962	43	118	1317	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	0	23	7	0	16	8	1962	43	118	1317	31
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	1	0	2	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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	F

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

Results

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

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

V/C = 69 + 7 + 954 + 55 / 1425 = 0.858 LOS = A

Developed by Chun Wong 12/94

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

AM/PM: AM Comments: INT# 146

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	225	18	124	28	12	43	135	1655	57	45	1196	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	18	124	28	12	43	135	1655	57	45	1196	41
LANE	0 1 0	0 0 1	0	0 0 0	1 0 0		1 0 2	0 1 0		1 0 2	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: 83 B: 28

EastBound A: 412 B: 45

WestBound A: 671 B: 135

NorthBound A: 243 B: 226

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 = (225 + 83 + 671 + 45) / 1600 = 0.816 LOS = B

Developed by Chun Wang, 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

AM/PM: AM Comments: INT# 147

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	210	320	92	49	74	36	63	1703	165	206	1265	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	320	92	49	74	36	63	1703	165	206	1265	74
LANE	0 0 1	0 0 0		0 1 0	0 0		1 0 2	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 123 B: 49

EastBound A: 445 B: 206

WestBound A: 625 B: 63

NorthBound A: 622 B: 210

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 = (622 + 49 + 625 + 206) / 1375 = 1.091 LOS = F

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AVE-405 SB RAMPS I/S No: 99254

AM/PM: AM Comments: INT# 148

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	659	178	781	1000	9	346	21	152	1	24	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	659	178	781	1000	9	346	21	152	1	24	12
LANE	0 1 0	0 1 0		0 1 0	1 0 0		0 1 0	0 1 0		0 0 1	0 0 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1069 B: 781

EastBound A: 37 B: 1

WestBound A: 367 B: 346

NorthBound A: 460 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 = A(W/B) + A(E/B)

V/C = (460 + 781 + 367 + 37) / 1375 = 1.126 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

AM/PM: AM Comments: INT# 149

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	452	84	269	864	280	41	517	144	219	730	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	452	84	269	864	280	41	517	144	219	730	131
LANE	0 1 0	0 1 0		0 1 0	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: 841 B: 269

EastBound A: 431 B: 219

WestBound A: 331 B: 41

NorthBound A: 536 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 = (118 + 841 + 331 + 219) / 1500 = 0.936 LOS = E

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON BL | I/S No: 99260

AM/PM: AM | Comments: INT# 150

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	475	182	49	929	88	97	467	56	113	872	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	475	182	49	929	88	97	467	56	113	872	129
LANE	0	1	0	0	1	0	0	1	0	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: 607 B: 49
EastBound A: 501 B: 113
WestBound A: 262 B: 97
NorthBound A: 532 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 = B(N/B) + A(S/B)

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

V/C = (101 + 607 + 97 + 501) / *1500 = 0.801 LOS = D

Developed by Chun Wong, 12-01

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: I-405 SB OFF RAMP N/O CULVER B | I/S No: 99256

AM/PM: AM | Comments: INT# 151

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	563	0	0	1033	0	479	0	183	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	0	0	1033	0	479	0	183	0	0	0
LANE	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Perm	NTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 517 B: 0
EastBound A: 0 B: 0
WestBound A: 331 B: 331
NorthBound A: 282 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 = (0 + 517 + 331 + 0) / *1500 = 0.495 LOS = A

Developed by Chun Wong 12-01

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: BRADDOCK DR | I/S No: 99168

AM/PM: AM | Comments: INT# 152

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	674	96	145	612	173	54	242	240	132	108	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	674	96	145	612	173	54	242	240	132	108	34
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	1	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: 399 B: 146
EastBound A: 142 B: 132
WestBound A: 536 B: 54
NorthBound A: 385 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 = (385 + 145 + 536 + 132) / *1500 = 0.729 LOS = C

Developed by Chun Wong, 12-01

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: BRADDOCK DR | I/S No: 99264

AM/PM: AM | Comments: INT# 153

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	909	314	145	1028	60	167	299	90	62	249	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	909	314	145	1028	60	167	299	90	62	249	42
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	1	0	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: 544 B: 148
EastBound A: 153 B: 62
WestBound A: 556 B: 167
NorthBound A: 612 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 = A(N/B) + B(S/B)

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

V/C = (612 + 148 + 556 + 62) / *1500 = 0.847 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

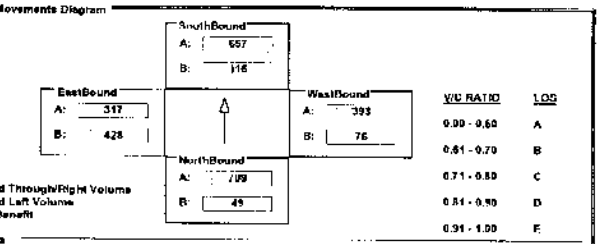
AM/PM: AM Comments: INT# 154

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	49	1379	39	116	1228	85	76	549	236	428	502	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	1379	39	116	1228	85	76	549	236	428	502	131
LANE	1 0	1 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



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 = (709 + 116 + 393 + 428) / *1500 = 1.027 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

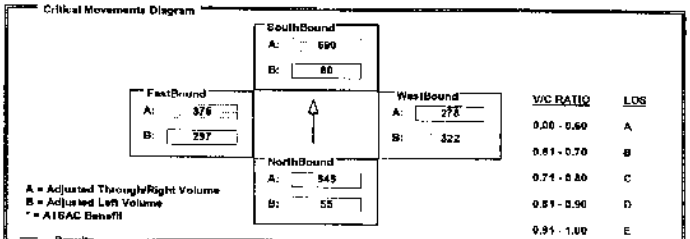
AM/PM: AM Comments: INT# 155

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	55	1034	55	80	1269	110	322	467	88	297	850	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1034	55	80	1269	110	322	467	88	297	850	100
LANE	1 0	1 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



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 = (55 + 590 + 322 + 376) / *1500 = 0.891 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS NO VENICE BL I/S No: 99286

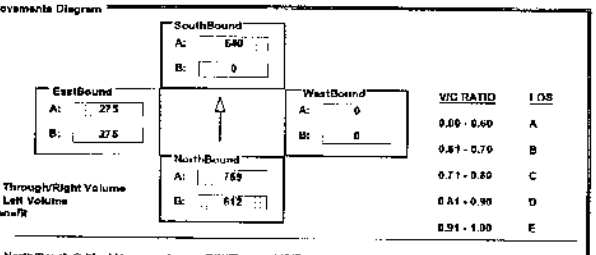
AM/PM: AM Comments: INT# 156

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	612	1518	0	0	1279	837	0	0	0	401	0	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	612	1518	0	0	1279	837	0	0	0	401	0	149
LANE	1 0	2 0	0 0	0 0	2 0	1 0	0 0	0 0	0 0	1 0	0 0	0 1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (612 + 640 + 0 + 275) / *1425 = 1.002 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

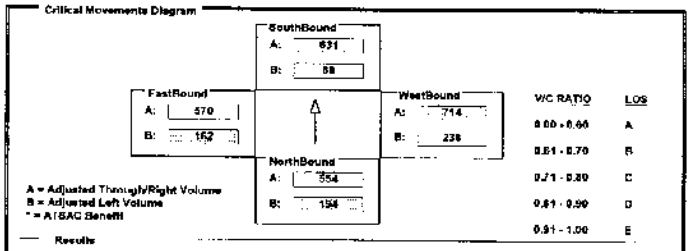
AM/PM: AM Comments: INT# 157

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	194	1108	293	88	1261	59	433	2142	262	294	1711	287
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1108	293	88	1261	59	433	2142	262	294	1711	287
LANE	1 0	2 0	0 0	1 0	2 0	0 1	2 0	3 0	0 1	2 0	3 0	0 1
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = (194 + 631 + 714 + 162) / *1425 = 1.124 LOS = F

Developed by Chun Wong, 12/94

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

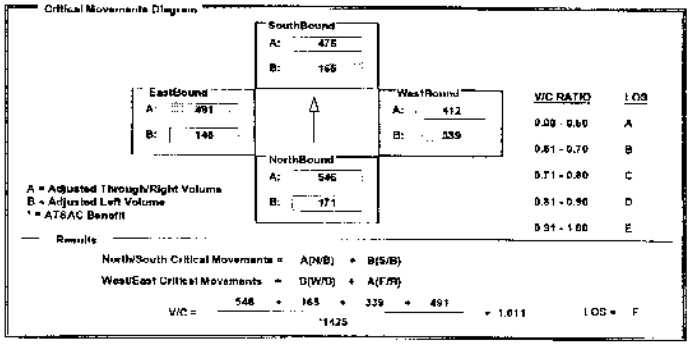
AM/PM: AM Comments: INT# 158

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	171	1092	670	165	951	202	339	731	93	148	982	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	171	1092	670	165	951	202	339	731	93	148	982	300
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = D(W/B) + A(E/B)

V/C = (546 + 165 + 339 + 491) / 1425 = 1.011 LOS = F

Developed by Chun Wong, 1/04

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

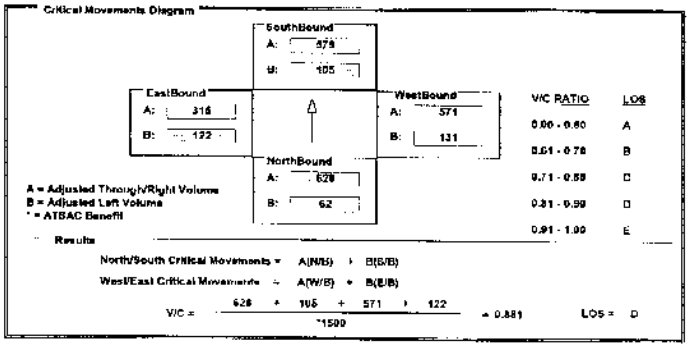
AM/PM: AM Comments: INT# 159

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	62	1206	50	105	1087	71	131	235	205	122	145	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	1206	50	105	1087	71	131	235	205	122	145	48
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (628 + 105 + 571 + 122) / 1500 = 0.881 LOS = D

Developed by Chun Wong, 1/04

2010AM

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

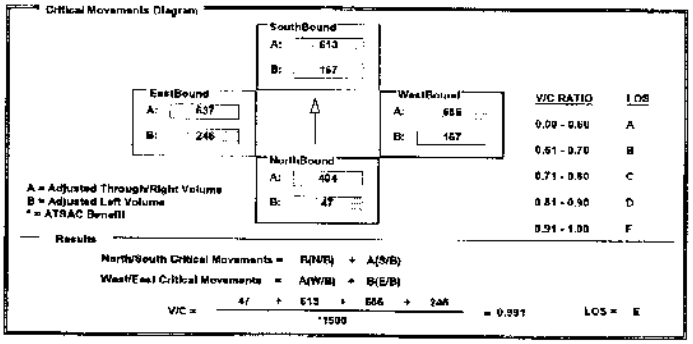
AM/PM: AM Comments: INT# 160

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	47	704	104	167	613	391	167	1898	163	246	1855	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	704	104	167	613	391	167	1898	163	246	1855	55
LANE	1	0	1	0	1	0	0	1	0	0	1	0	2	0	1	0	2	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



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 = (47 + 613 + 656 + 246) / 1500 = 0.991 LOS = E

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

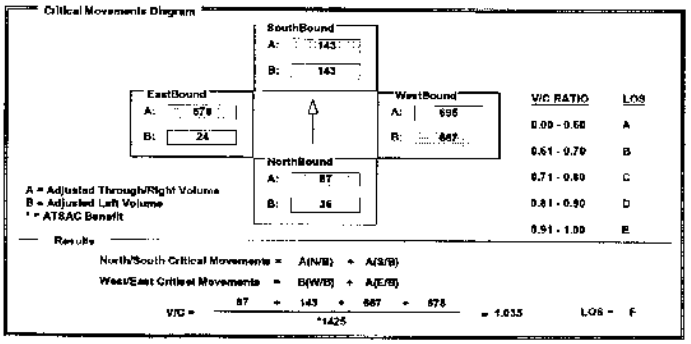
AM/PM: AM Comments: INT# 161

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	46	765	193	54	39	667	2084	191	24	2034	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	46	765	193	54	39	667	2084	191	24	2034	9
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (87 + 143 + 667 + 578) / 1425 = 1.035 LOS = F

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

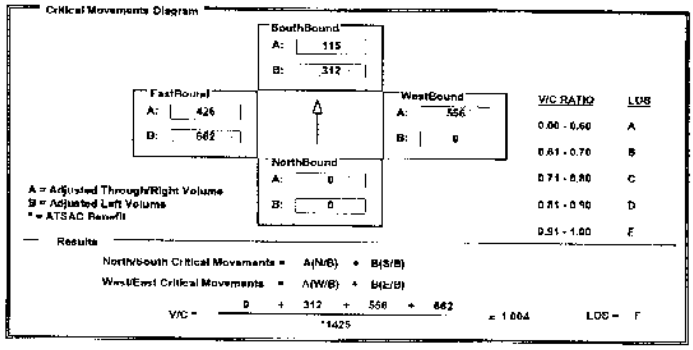
AM/PM: AM Comments: INT# 162

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	312	0	446	0	935	177	662	851	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	446	0	935	177	662	851	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 312 + 556 + 662) / *1425 = 1.004 LOS = F

Developed by Chun Wong, 1234

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

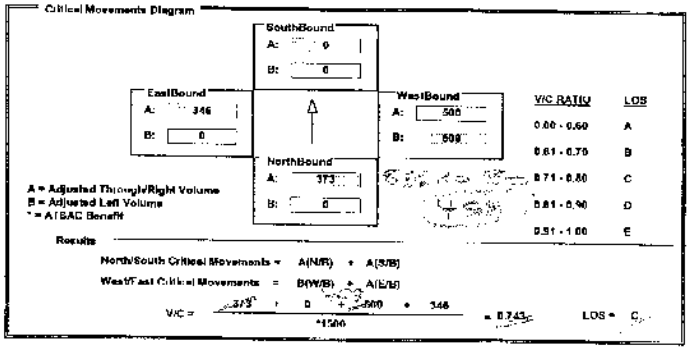
AM/PM: AM Comments: INT# 163

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	679	0	0	0	832	669	0	0	492	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	679	0	0	0	832	669	0	0	492	200
LANE	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (373 + 0 + 500 + 346) / *1500 = 0.743 LOS = C

Developed by Chun Wong, 1234

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 98156

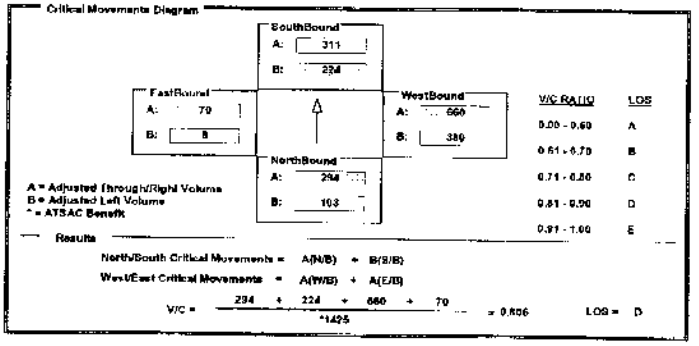
AM/PM: AM Comments: INT# 164

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	103	587	489	224	621	109	691	880	90	8	108	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	587	489	224	621	109	691	880	90	8	108	45
LANE	1	0	2	0	0	0	1	0	2	0	1	0	2	0	1	0	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (294 + 224 + 660 + 79) / *1425 = 0.806 LOS = D

Developed by Chun Wong, 1234

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 98236

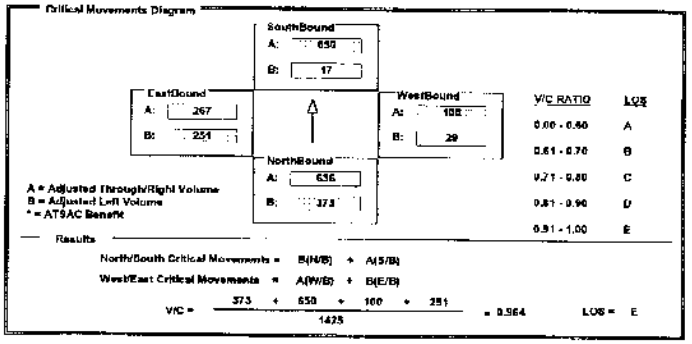
AM/PM: AM Comments: INT# 165

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	373	1239	32	17	1299	408	29	100	41	251	8	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	373	1239	32	17	1299	408	29	100	41	251	8	259
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

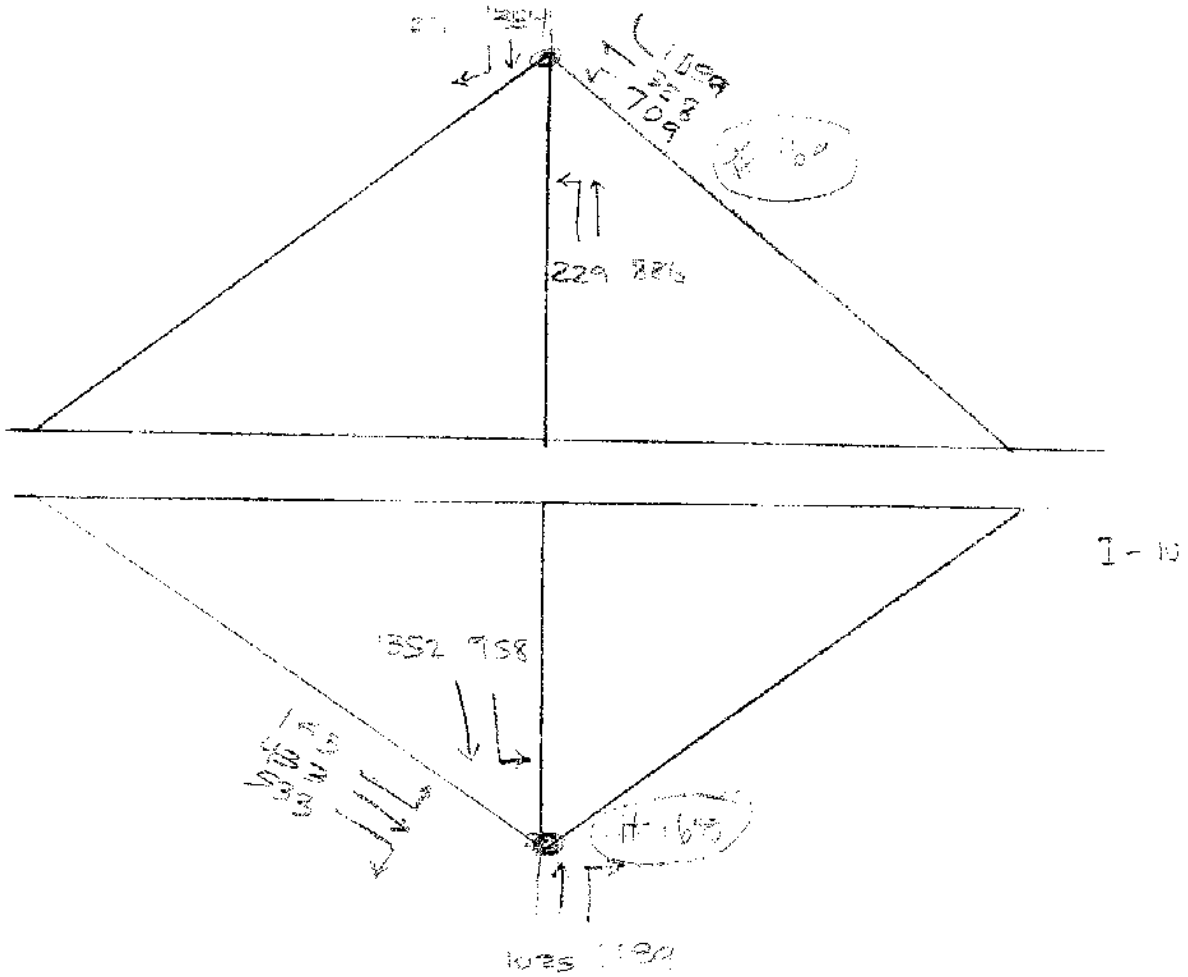
Results

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

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

V/C = (373 + 650 + 100 + 251) / 1425 = 0.964 LOS = E

Developed by Chun Wong, 1234



2010 BASE
AM PEAK HOUR

(#168) NB CRITICAL = 229 OR (1189 + 1025 − 229)/3 = (662)

SB CRITICAL = 958 X 0.55 = (527) OR (1584 − 527)/2 = 528

EB CRITICAL = (533 + 0)/2 = 533 OR (533)

WB CRITICAL = 0

$$\frac{\text{NB} + 527 + 533 + 0}{1425} = \boxed{.2.08 \text{ LOS F}}$$

(#169) NB CRITICAL = (229) OR 886/2 = 443

SB CRITICAL = 958 X 0.55 = (527) OR (1584 − 527)/2 = 542

EB CRITICAL = 0

WB CRITICAL = (709 + 164)/2 = 437 OR (1089 + 164)/2 = (627)

$$\frac{229 + 527 + 0 + 627}{1425} = \boxed{0.97 \text{ LOS E}}$$

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

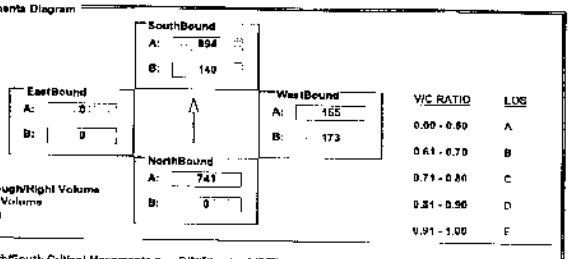
AM/PM: AM Comments: INT# 166

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	2222	205	255	1788	0	173	0	428	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2222	205	255	1788	0	173	0	428	0	0	0
LANE	0 0 3	0 0 1	0	2 0 2	0 0 0	0	1 0	0 0	1	0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fly	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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 = B(W/B) + A(E/B)

V/C = (0 + 894 + 173 + 0) / 1425 = 0.679 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

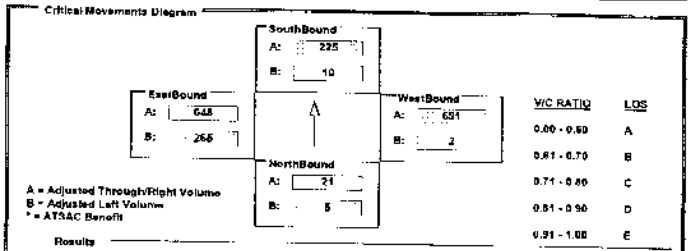
AM/PM: AM Comments: INT# 167

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	5	2	14	10	0	215	2	1267	103	265	1296	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2	14	10	0	215	2	1267	103	265	1296	0
LANE	0 0 0	1 0 0		0 0 0	1 0 0		0 1 0	1 0 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



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 = (5 + 225 + 691 + 265) / 1500 = 0.791 LOS = C

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

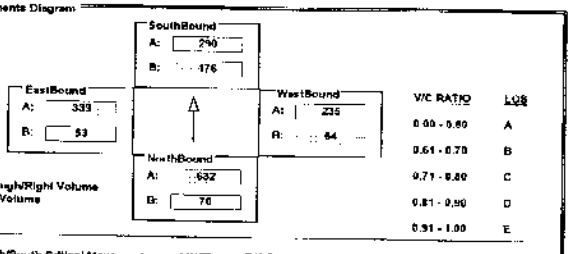
AM/PM: AM Comments: INT# 171

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	70	632	124	176	265	25	64	413	235	53	677	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	632	124	176	265	25	64	413	235	53	677	36
LANE	1 0 1	0 0 1	0	1 0 0	0 1 0		1 0 0	0 1 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



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 = (632 + 176 + 64 + 339) / 1500 = 0.737 LOS = C

Developed by Chan Wong, 1994

0.707

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

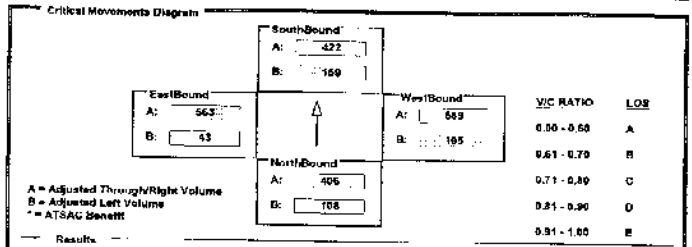
AM/PM: AM Comments: INT# 172

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	108	685	126	159	799	44	105	1178	141	43	1126	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	685	126	159	799	44	105	1178	141	43	1126	121
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0		1 0 2	0 0 1	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



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 = (405 + 159 + 105 + 563) / 1500 = 0.752 LOS = C

Developed by Chan Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: AM Comments: INT# 173

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	1340	1339	712	1584	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1340	1339	712	1584	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0			0 0 0 0 0 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 792 B: 712

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1339 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 = +

V/C = 1339 + 712 + + / *1500 = 1.297 LOS = F

Developed by Shan Wang, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: AM Comments: INT# 174

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	251	1363	23	22	1108	379	23	256	28	515	404	270
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	1363	23	22	1108	379	23	256	28	515	404	270
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			1 0 0 0 1 0 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 369 B: 22

EastBound A: 404 B: 283

WestBound A: 284 B: 23

NorthBound A: 462 B: 254

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 = 251 + 369 + 284 + 283 / *1375 = 0.793 LOS = C

Developed by Shan Wang, 1994

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: AM Comments: INT# 175

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	190	1246	35	261	977	282	60	820	296	458	668	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1246	35	261	977	282	60	820	296	458	668	206
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 2 0 0 1 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: 630 B: 384

EastBound A: 334 B: 488

WestBound A: 556 B: 60

NorthBound A: 641 B: 490

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 = 641 + 251 + 556 + 456 / 1575 = 1.395 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLASS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: AM Comments: INT# 176

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	52	123	251	0	32	0	1742	8	366	1094	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	52	123	251	0	32	0	1742	8	366	1094	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		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 138

EastBound A: 366 B: 366

WestBound A: 583 B: 0

NorthBound A: 68 B: 44

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	F

Results

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

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

V/C = 68 + 138 + 583 + 366 / *1375 = 0.779 LOS = C

Developed by Shan Wang, 1994

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CalcaDB

July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

AM/PM: AM Comments: INT# 177

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	1869	193	71	1288	0	87	5	131	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1869	193	71	1288	0	87	5	131	4	4	3
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: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 643 B: 71

EastBound A: 19 B: 4

WestBound A: 131 B: 46

NorthBound A: 1631 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 = (1631 + 71 + 131 + 11) / 1425 = 0.893 LOS = D

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July 17, 2003 ,Thursday 05:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

AM/PM: AM Comments: INT# 178

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	275	1589	87	274	971	97	98	782	112	203	666	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1589	87	274	971	97	98	782	112	203	666	43
LANE	1	0	3	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 356 B: 274

EastBound A: 355 B: 203

WestBound A: 447 B: 98

NorthBound A: 530 B: 276

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 = (530 + 274 + 447 + 203) / 1375 = 1.057 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

AM/PM: AM Comments: INT# 179

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	1188	571	439	781	198	582	786	25	540	776	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1188	571	439	781	198	582	786	25	540	776	8
LANE	1	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 490 B: 241

EastBound A: 261 B: 540

WestBound A: 406 B: 329

NorthBound A: 594 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 = A(W/B) + B(E/B)

V/C = (594 + 241 + 406 + 540) / 1375 = 1.225 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

AM/PM: AM Comments: INT# 180

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	195	1038	42	139	605	198	56	1088	146	211	924	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1038	42	139	605	198	56	1088	146	211	924	176
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 268 B: 139

EastBound A: 367 B: 211

WestBound A: 411 B: 56

NorthBound A: 350 B: 195

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 = (350 + 139 + 411 + 211) / 1375 = 0.916 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

AM/PM: AM Comments: INT# 181

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	427	0	96	0	0	0	0	1088	376	0	529	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	427	0	96	0	0	0	0	1088	376	0	529	133
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
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 176 B: 0

WestBound A: 381 B: 0

NorthBound A: 262 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 = A(N/B) + A(S/B)

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

V/C = (262 + 0 + 381 + 0) / 1500 = 0.415 LOS = A

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

AM/PM: AM Comments: INT# 182

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	298	0	652	0	0	0	355	1057	1	1	1411	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	298	0	652	0	0	0	355	1057	1	1	1411	218
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 705 B: 0

WestBound A: 529 B: 355

NorthBound A: 474 B: 484

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 = (474 + 0 + 355 + 705) / 1425 = 1.007 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

AM/PM: AM Comments: INT# 183

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	268	972	518	476	1129	0	0	1101	325
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	268	972	518	476	1129	0	0	1101	325
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 497 B: 268

EastBound A: 476 B: 0

WestBound A: 376 B: 262

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 = (0 + 497 + 262 + 475) / 1425 = 0.796 LOS = C

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

AM/PM: AM Comments: INT# 184

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	1391	1140	302	617	7	573	7	183	3	11	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1391	1140	302	617	7	573	7	183	3	11	4
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 412 B: 302

EastBound A: 11 B: 3

WestBound A: 290 B: 290

NorthBound A: 998 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) + A(E/B)

V/C = (998 + 302 + 290 + 11) / 1375 = 1.052 LOS = F

Developed by Chun Wong, 12/04

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

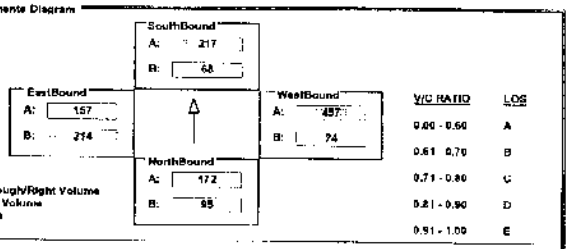
AM/PM: AM Comments: INT# 185

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	343	101	123	217	507	43	1372	365	389	472	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	343	101	123	217	507	43	1372	365	389	472	128
LANE	2	0	1	0	1	0	2	0	1	0	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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



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 = (95 + 217 + 457 + 214) / 1575 = 0.645 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

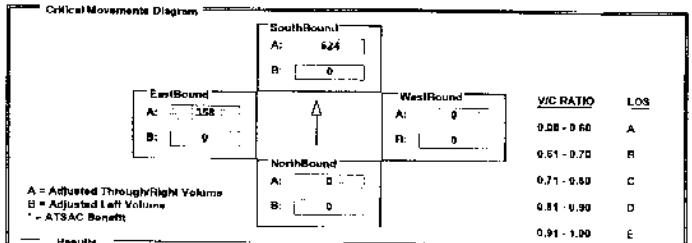
AM/PM: AM Comments: INT# 186

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	2038	0	0	1873	0	0	0	0	0	0	651
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2038	0	0	1873	0	0	0	0	0	0	651
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (0 + 624 + 0 + 358) / 1500 = 0.655 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

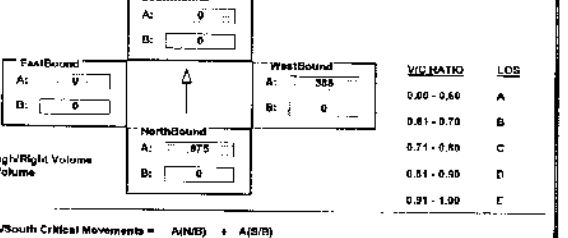
AM/PM: AM Comments: INT# 187

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	2025	0	0	1674	580	0	0	705	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2025	0	0	1674	580	0	0	705	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(S/B)

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

V/C = (675 + 0 + 388 + 0) / 1500 = 0.639 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99375

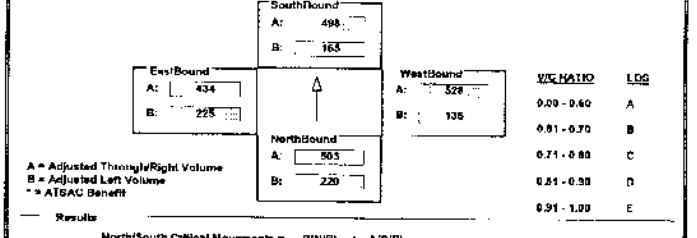
AM/PM: AM Comments: INT# 188

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	220	952	53	165	996	220	135	1056	260	225	707	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	952	53	165	996	220	135	1056	260	225	707	161
LANE	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	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



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 = (220 + 498 + 528 + 225) / 1575 = 1.070 LOS = F

Developed by Chun Wong, 12-94

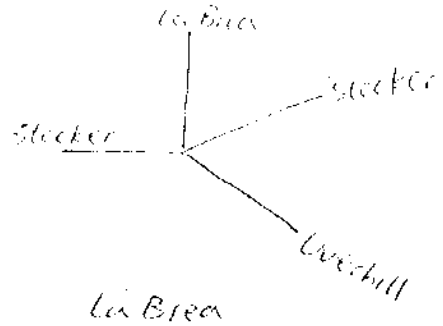
Intersection # 1910

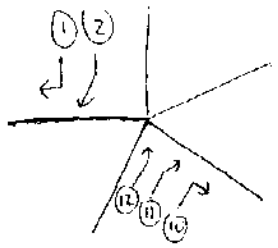
N/S STREET La Brea Av / Crenshaw Bl

E/W STREET Stocker St

Scenario 2010 BASE

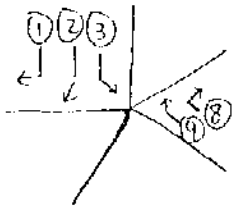
Peak Hour AM



① 

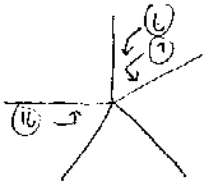
NB		VOL	LNS	
(12)	T	1360	3	453
(11)	R(1)	336	2	453
(10)	R(2)	9	0	

SB		VOL	LNS	
(2)	T	1065	2	533
(1)	R	855	Free Flow	

② 

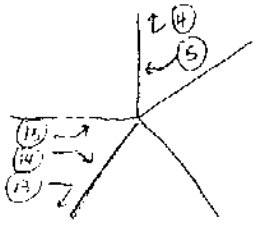
WB		VOL	LNS	
(9)	T	549	2	275
(8)	R	94	1	94

SB		VOL	LNS	
(3)	L	245	2	123
(2)	T	1065	2	533 − 453 = 80
(1)	R	855	Free Flow	

③ 

EB		VOL	LNS	
(16)	L	602	2	301

WB		VOL	LNS	
(7)		49	2	114
(6)		179		

④ 

EB		VOL	LNS	
(15)	T	469	2	272
(14)	R	57		
(13)	R	18		

WB		VOL	LNS	
(5)	T	564	2	282
(4)	R	37	1	37

CRITICAL MOVES 453 + 275 + 301 + 282 = 1311

VOLUME / CAPACITY 1311 / 1375 = 0.953

LOS: E

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SAWTELLE BL I/S No: 99378

AM/PM: AM Comments: INT# 189

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	216	1297	218	32	1022	320	167	1616	110	255	1109	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1297	218	32	1022	320	167	1616	110	255	1109	86
LANE	1 0 2 0 1 0			1 0 2 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: 511 B: 32
EastBound A: 396 B: 253
WestBound A: 575 B: 167
NorthBound A: 505 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 = B(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (218 + 511 + 575 + 255) / 1375 = 1.112 LOS = F

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

AM/PM: AM Comments: INT# 191

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	2595	0	0	1626	645	0	0	0	0	0	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2595	0	0	1626	645	0	0	0	0	0	356
LANE	0 0 3 0 0 0			0 0 2 0 1 0 0			0 0 0 0 0 0			0 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 757 B: 0
EastBound A: 356 B: 0
WestBound A: 0 B: 0
NorthBound A: 865 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 = (865 + 0 + 0 + 356) / 1500 = 0.814 LOS = D

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

AM/PM: AM Comments: INT# 192

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	168	870	0	0	441	207	0	0	0	143	0	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	870	0	0	441	207	0	0	0	143	0	57
LANE	1 0 2 0 0 0			0 0 2 0 1 0 0			0 0 0 0 0 0			2 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 216 B: 0
EastBound A: 57 B: 79
WestBound A: 0 B: 0
NorthBound A: 435 B: 168

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 = (438 + 0 + 0 + 79) / 1500 = 0.373 LOS = A

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

AM/PM: AM Comments: INT# 193

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	1148	56	542	880	0	0	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1148	56	542	880	0	0	0	243	0	0	0
LANE	0 0 2 0 0 1 0			2 0 2 0 0 0			0 0 0 0 0 2 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: 340 B: 256
EastBound A: 0 B: 0
WestBound A: 0 B: 0
NorthBound A: 573 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) + D(S/B)
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (573 + 256 + 0 + 0) / 1426 = 0.541 LOS = A

Developed by Chun Wong 12-94

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

AM/PM: AM Comments: INT# 194

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	987	0	84	423	1	321	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	987	0	84	423	1	321	0	89	0	0	0
LANE	1 0 2 0	0 1 0		1 0 3 0	0 0 0		2 0 0 0	1 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 441 B: 84

EastBound A: 0 B: 0

WestBound A: 47 B: 177

NorthBound A: 484 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 = (484 + 84 + 177 + 0) / *1425 = 0.453 LOS = A

Developed by Chan Wong 12:06

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

AM/PM: AM Comments: INT# 195

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	841	114	70	562	0	191	0	289	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	841	114	70	562	0	191	0	289	0	0	0
LANE	0 0 1 0	1 0 0		1 0 3 0	0 0 0		1 0 0 1	0 1 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 187 B: 70

EastBound A: 0 B: 0

WestBound A: 160 B: 160

NorthBound A: 474 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 = (474 + 70 + 160 + 0) / *1500 = 0.402 LOS = A

Developed by Chan Wong 12:06

2010AM

CalcaDB

July 17, 2003 Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

AM/PM: AM Comments: INT# 196

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	95	366	145	443	898	159	266	1058	109	142	860	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	366	145	443	898	159	266	1058	109	142	860	73
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	
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 449 B: 443

EastBound A: 511 B: 142

WestBound A: 386 B: 146

NorthBound A: 256 B: 95

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 = (256 + 449 + 386 + 142) / 1375 = 0.899 LOS = D

Developed by Chan Wong 12:06

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

AM/PM: AM Comments: INT# 197

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	3359	811	123	2244	0	1199	0	274	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3359	811	123	2244	0	1199	0	274	0	0	0
LANE	0 0 3 0	0 1 0		1 0 2 0	0 0 0		2 0 0 0	0 1 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1122 B: 123

EastBound A: 0 B: 0

WestBound A: 0 B: 659

NorthBound A: 1120 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 = (1120 + 123 + 659 + 0) / 1425 = 1.335 LOS = F

Developed by Chan Wong 12:06

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

AM/PM: AM Comments: INT# 198

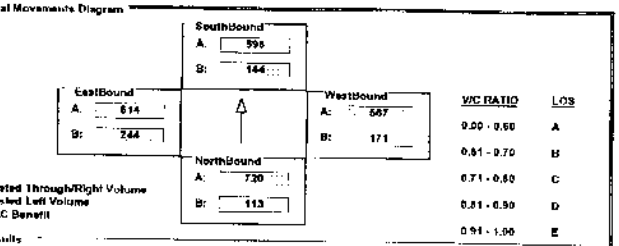
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	2110	51	144	1421	374	171	2002	65	443	1842	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	2110	51	144	1421	374	171	2002	65	443	1842	154

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (720 + 144 + 667 + 244) / 1425 = 1.178 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

AM/PM: AM Comments: INT# 199

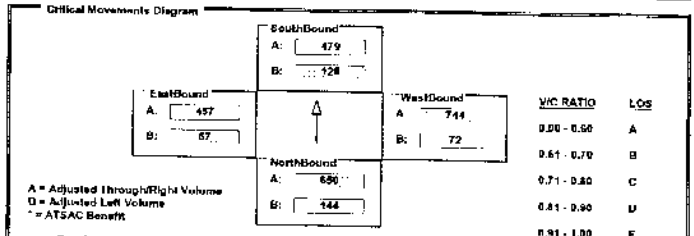
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	144	1914	37	120	1411	25	72	1488	335	57	913	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1914	37	120	1411	25	72	1488	335	57	913	108

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (660 + 120 + 744 + 57) / 1425 = 1.032 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

AM/PM: AM Comments: INT# 200

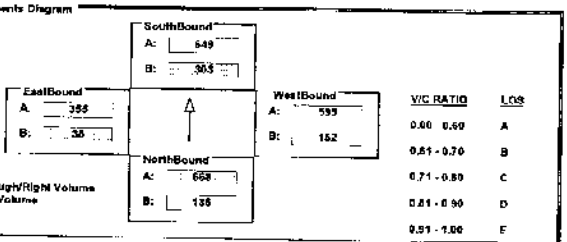
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	135	2005	51	303	1948	122	152	860	330	38	637	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	2005	51	303	1948	122	152	860	330	38	637	75

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (658 + 303 + 595 + 35) / 1425 = 1.656 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19778

AM/PM: AM Comments: INT# 201

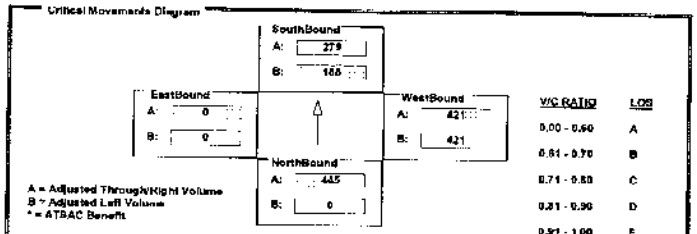
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	889	77	188	558	0	749	0	93	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	889	77	188	558	0	749	0	93	0	0	0

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (445 + 166 + 421 + 0) / 1600 = 0.853 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

AM/PM: AM Comments: INT# 202

COUNT DATE: STUDY DATE: GROWTH FACTOR:

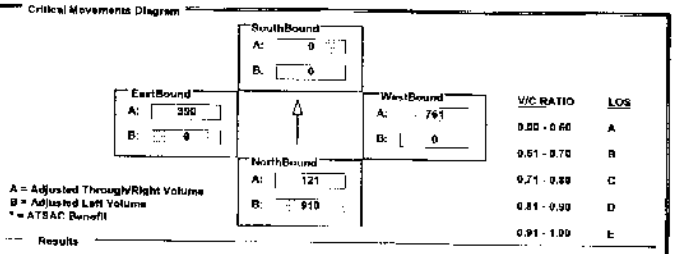
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1855	0	121	0	0	0	0	2282	0	0	1170	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1855	0	121	0	0	0	0	2282	0	0	1170	0

LANE																								
	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	1	0

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

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 = (910 + 0 + 761 + 0) / 1500 = 1.114 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

AM/PM: AM Comments: INT# 203

COUNT DATE: STUDY DATE: GROWTH FACTOR:

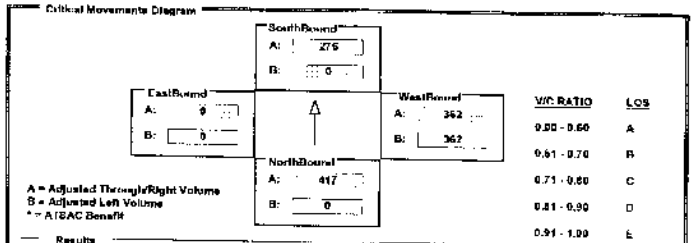
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1252	0	0	1102	0	397	0	690	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1252	0	0	1102	0	397	0	690	0	0	0

LANE																								
	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0

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

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) + A(E/B)

V/C = (417 + 0 + 362 + 0) / 1500 = 0.519 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

AM/PM: AM Comments: INT# 204

COUNT DATE: STUDY DATE: GROWTH FACTOR:

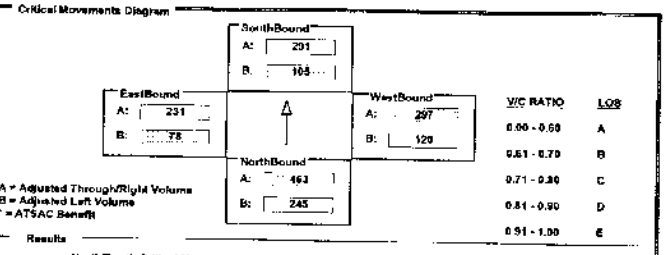
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	1388	105	105	803	70	120	297	121	78	356	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	1388	105	105	803	70	120	297	121	78	356	105

LANE																								
	1	0	3	0	1	0	1	0	2	0	1	0	1	0	1	0	0	1	1	0	1	0	1	0

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

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 = (463 + 105 + 297 + 78) / 1425 = 0.552 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

AM/PM: AM Comments: INT# 205

COUNT DATE: STUDY DATE: GROWTH FACTOR:

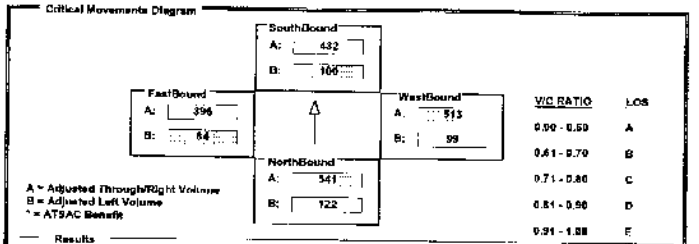
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	414	127	100	354	78	99	447	66	84	313	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	414	127	100	354	78	99	447	66	84	313	83

LANE																								
	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (541 + 100 + 513 + 84) / 1500 = 0.825 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

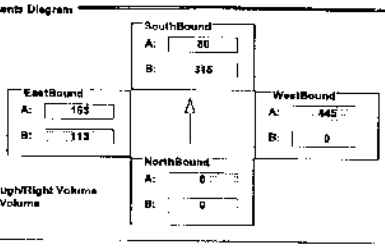
AM/PM: AM Comments: INT# 206

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	573	0	137	0	906	875	113	489	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	573	0	137	0	906	875	113	489	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

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 = (0 + 315 + 445 + 113) / 1425 = 0.613 LOS = B

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

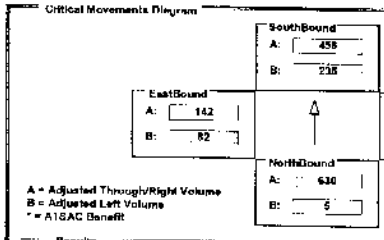
AM/PM: AM Comments: INT# 207

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	5	466	164	235	391	67	46	107	127	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	466	164	235	391	67	46	107	127	82	140	2
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (630 + 235 + 234 + 82) / 1500 = 0.787 LOS = C

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

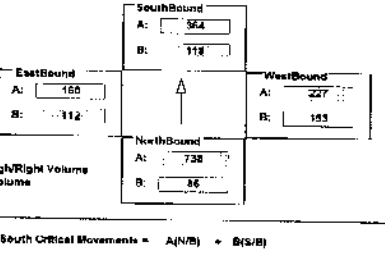
AM/PM: AM Comments: INT# 208

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	2215	190	215	1050	41	153	302	286	112	262	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	2215	190	215	1050	41	153	302	286	112	262	57
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	0	0	1	0	1	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



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 = (738 + 118 + 227 + 112) / 1378 = 0.869 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99415

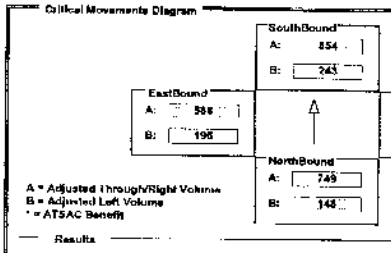
AM/PM: AM Comments: INT# 209

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	1348	152	243	1434	273	195	1154	89	198	1755	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1348	152	243	1434	273	195	1154	89	198	1755	213
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (148 + 854 + 195 + 588) / 1375 = 1.228 LOS = F

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: AM Comments: INT# 210

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	675	770	58	1538	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	675	770	58	1538	0	0	0	0	0	0	0
LANE	0 0 2 0	0 1 0		1 0 2 0	0 0		0 0 0 0	0 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 769 B: 58

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 770 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 = + +

V/C = (770 + 58 + + +) / 1500 = 0.551 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: AM Comments: INT# 211

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	30	883	0	0	1085	531	234	175	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	883	0	0	1085	531	234	175	16	128	0	58
LANE	1 0 2 0	0 0		0 0 2 0	0 1 0		1 0 0 1	0 0 0		2 0 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 543 B: 0

EastBound A: 58 B: 70

WestBound A: 213 B: 213

NorthBound A: 332 B: 30

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 = (30 + 543 + 213 + 70) / 1425 = 0.531 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: AM Comments: INT# 212

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	190	1223	278	142	1115	93	172	747	165	225	664	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1223	278	142	1115	93	172	747	165	225	664	58
LANE	1 0 2 0	0 1 0		1 0 1 0	0 0		1 0 1 0	0 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: 804 B: 142

EastBound A: 461 B: 225

WestBound A: 456 B: 172

NorthBound A: 512 B: 190

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 = (190 + 804 + 456 + 225) / 1500 = 0.813 LOS = D

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: AM Comments: INT# 215

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	0	308	0	0	0	782	1391	0	0	1988	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	0	308	0	0	0	782	1391	0	0	1988	26
LANE	0 0 0 0	0 1		0 0 0 0	0 0		2 0 2 0	0 0		0 0 2 0	1 0	
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 671 B: 0

WestBound A: 696 B: 430

NorthBound A: 0 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 = B(N/B) + A(S/B)

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

V/C = (7 + 0 + 430 + 671) / 1425 = 0.708 LOS = C

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0.678 LOS C

2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

AM/PM: AM Comments: INT# 216

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	340	222	0	0	622	183	0	0	0	94	0	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	340	222	0	0	622	183	0	0	0	94	0	95
LANE	2	0	2	0	1	0	1	0	2	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 311 B: 0

EastBound A: 47 B: 47

WestBound A: 0 B: 0

NorthBound A: 111 B: 187

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 = (187 + 311 + 0 + 47) / 1425 = 0.382 LOS = A

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2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

AM/PM: AM Comments: INT# 217

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	158	144	199	105	104	509	285	998	180	248	929	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	144	199	105	104	509	285	998	180	248	929	82
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	3	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 385 B: 105

EastBound A: 253 B: 248

WestBound A: 294 B: 285

NorthBound A: 199 B: 158

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 = (158 + 385 + 294 + 248) / 1425 = 0.694 LOS = B

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2010AM

CalcaDB

July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

AM/PM: AM Comments: INT# 218

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	195	0	213	0	411	120	239	565	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	195	0	213	0	411	120	239	565	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 213 B: 195

EastBound A: 283 B: 239

WestBound A: 205 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/E)

V/C = (0 + 213 + 205 + 239) / 1500 = 0.439 LOS = A

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July 17, 2003 ,Thursday 06:08:06 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

AM/PM: AM Comments: INT# 220

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	115	0	37	0	340	127	206	586	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	115	0	37	0	340	127	206	586	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 37 B: 115

EastBound A: 293 B: 206

WestBound A: 170 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 = (0 + 115 + 170 + 206) / 1500 = 0.327 LOS = A

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 BASE

PM PEAK HOUR

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ESTCHESTER PKWY/ARBOR VITAE I/S No: 20110

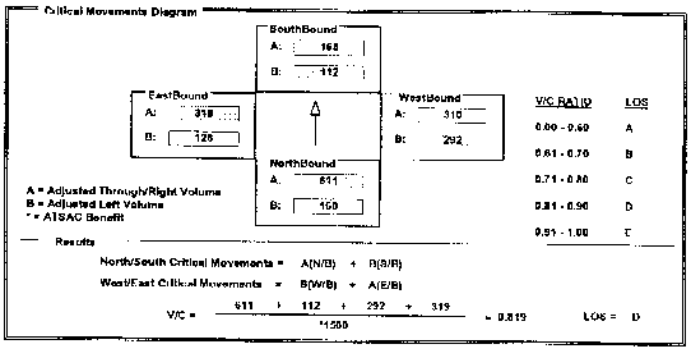
AM/PM: PM Comments: INT# 1

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	180	1042	179	112	503	88	292	517	102	126	637	255
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	1042	179	112	503	88	292	517	102	126	637	255
LANE	1	0	1	0	1	0	0	1	0	3	0	0	0	1	0	1	0	1	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



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 = (611 + 112 + 292 + 319) / *1500 = 0.819 LOS = D

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

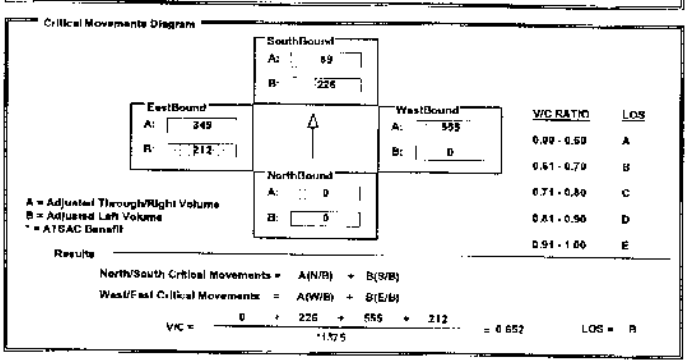
AM/PM: PM Comments: INT# 2

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	611	0	354	0	933	668	385	1396	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	611	0	354	0	933	668	385	1396	0
LANE	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	4	0	0	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 226 + 555 + 212) / *1375 = 0.852 LOS = D

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

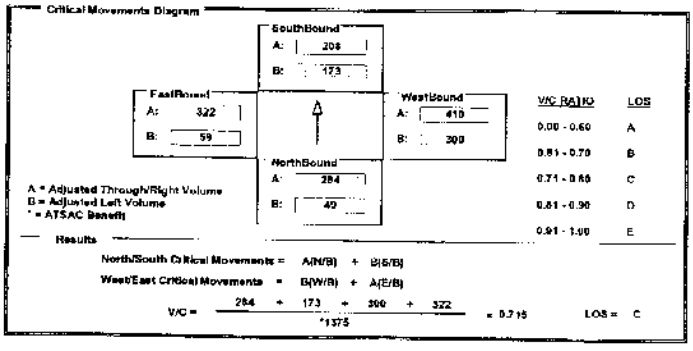
AM/PM: PM Comments: INT# 3

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	49	254	548	173	182	28	546	771	48	59	956	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	254	548	173	182	28	546	771	48	59	956	11
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



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 = (284 + 173 + 309 + 322) / *1375 = 0.715 LOS = C

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

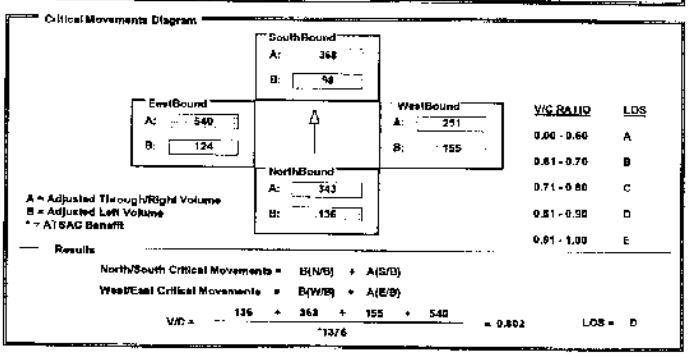
AM/PM: PM Comments: INT# 4

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	248	685	91	98	620	115	155	435	88	124	708	371
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	685	91	98	620	115	155	435	88	124	708	371
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



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 = (136 + 368 + 155 + 540) / *1375 = 0.802 LOS = D

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

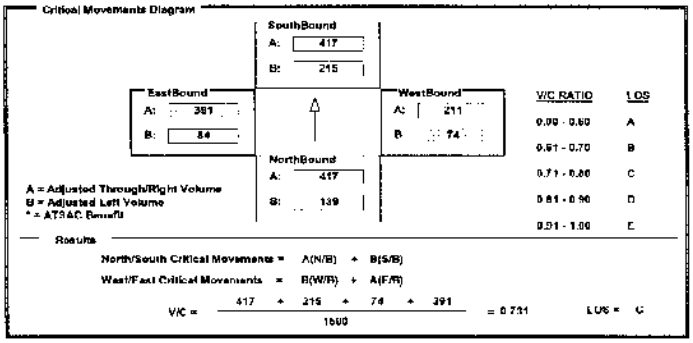
AM/PM: PM Comments: INT# 5

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	639	195	215	720	114	74	422	140	84	617	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	639	195	215	720	114	74	422	140	84	617	165
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	2	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



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 = (417 + 215 + 74 + 391) / 1600 = 0.731 LOS = C

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

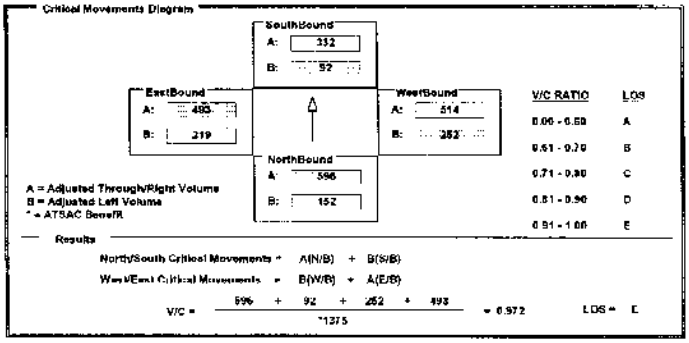
AM/PM: PM Comments: INT# 6

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	410	1122	69	168	839	157	252	1847	210	219	1686	284
AMBIENT												
RELATED												
PROJECT												
TOTAL	410	1122	69	168	839	157	252	1847	210	219	1686	284
LANE	3	0	1	0	1	0	0	2	0	2	0	1	0	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



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 = (596 + 92 + 252 + 493) / 1375 = 0.972 LOS = E

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

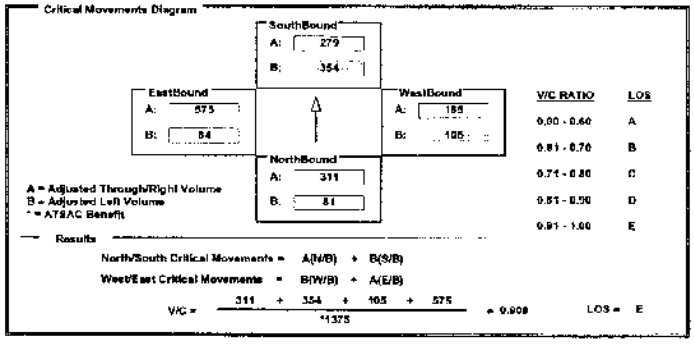
AM/PM: PM Comments: INT# 7

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	621	297	643	838	186	190	554	381	152	1492	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	621	297	643	838	186	190	554	381	152	1492	232
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (311 + 354 + 105 + 575) / 1375 = 0.909 LOS = E

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FT ORD NCT AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

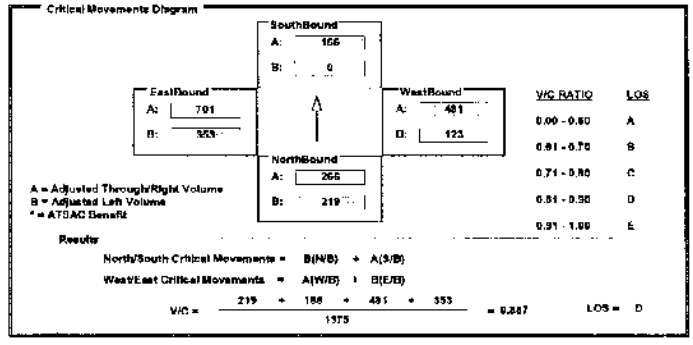
AM/PM: PM Comments: INT# 8

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	219	448	84	0	332	326	123	961	4	353	1402	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	448	84	0	332	326	123	961	4	353	1402	327
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (219 + 166 + 481 + 353) / 1375 = 0.887 LOS = D

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

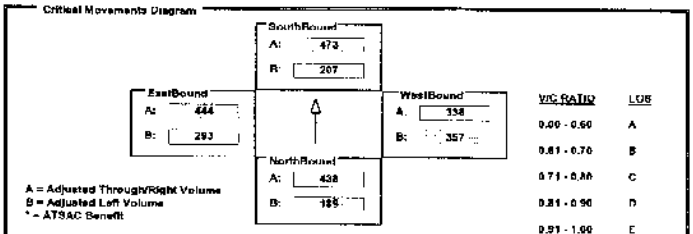
AM/PM: PM Comments: INT# 9

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	343	984	616	376	1892	435	649	1247	104	533	1564	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	984	616	376	1892	435	649	1247	104	533	1564	211
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	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (189 + 473 + 357 + 444) / 1375 = 1.064 LOS = F

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20449

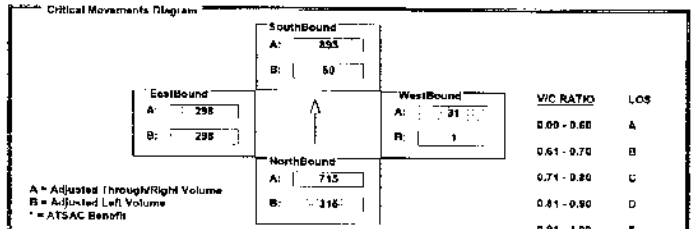
AM/PM: PM Comments: INT# 10

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	315	2127	19	50	2220	459	1	2	29	585	0	280
AMBIENT												
RELATED												
PROJECT												
TOTAL	315	2127	19	50	2220	459	1	2	29	585	0	280
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (315 + 355 + 31 + 298) / 1375 = 1.048 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

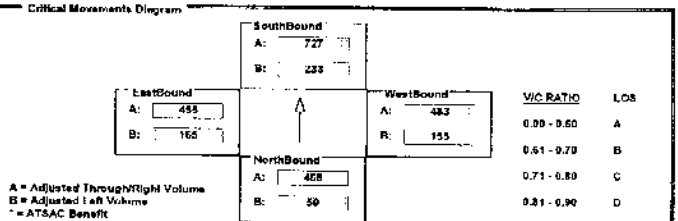
AM/PM: PM Comments: INT# 11

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	50	936	72	233	1134	320	155	688	278	165	859	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	936	72	233	1134	320	155	688	278	165	859	50
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



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 = (50 + 727 + 483 + 165) / 1568 = 0.888 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

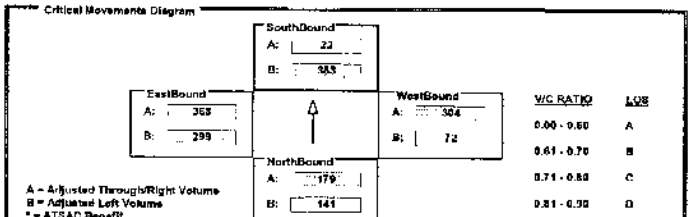
AM/PM: PM Comments: INT# 12

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	537	238	697	43	312	130	911	385	544	1103	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	537	238	697	43	312	130	911	385	544	1103	106
LANE	2	0	3	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA				

Critical Movements Diagram



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 = (179 + 383 + 304 + 299) / 1375 = 0.777 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

AM/PM: PM Comments: INT# 13

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	175	2188	152	242	2031	52	199	934	169	0	1520	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	2188	152	242	2031	52	199	934	169	0	1520	274
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: 694 B: 242

EastBound A: 598 B: 0

WestBound A: 311 B: 199

NorthBound A: 780 B: 175

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 = (780 + 242 + 199 + 598) / *1375 = 1.253 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

AM/PM: PM Comments: INT# 14

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	172	1245	265	77	1099	207	217	965	24	220	1335	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	1245	265	77	1099	207	217	965	24	220	1335	116
LANE	2 0 2 0 1 0 0			1 0 2 0 1 0 0			2 0 1 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: 435 B: 77

EastBound A: 484 B: 220

WestBound A: 498 B: 119

NorthBound A: 503 B: 95

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 = (503 + 77 + 498 + 220) / *1375 = 0.872 LOS = D

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

AM/PM: PM Comments: INT# 15

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	1223	1776	335	159	1536	124	402	447	150	122	869	1803
AMBIENT												
RELATED												
PROJECT												
TOTAL	1223	1776	335	159	1536	124	402	447	150	122	869	1803
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 512 B: 87

EastBound A: 319 B: 122

WestBound A: 799 B: 221

NorthBound A: 592 B: 673

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 = (673 + 512 + 221 + 319) / *1375 = 1.185 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

AM/PM: PM Comments: INT# 16

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	154	1356	102	119	1287	69	170	725	181	107	1070	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1356	102	119	1287	69	170	725	181	107	1070	112
LANE	1 0 1 0 1 0 0			1 0 2 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: 644 B: 119

EastBound A: 591 B: 107

WestBound A: 455 B: 179

NorthBound A: 729 B: 154

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 = (729 + 119 + 179 + 591) / *1300 = 1.063 LOS = F

-0.03 ATSAC

0.973 LOS E

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680

AM/PM: PM Comments: INT# 17

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	3797	43	0	3961	312	633	256	381	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3797	43	0	3961	312	633	256	381	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
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 990 B: 0

EastBound A: 0 B: 0

WestBound A: 445 B: 445

NorthBound A: 948 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 = (0 + 990 + 445 + 0) / 1500 = 0.887 LOS = D

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: PM Comments: INT# 18

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	1138	378	16	1250	0	1251	0	2	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1138	378	16	1250	0	1251	0	2	0	0	0
LANE	0 0 1 0		1 1 0	0 1 1 0		0 0 0	2 0 0 0		1 0	0 0 0 0		0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 673 B: 16

EastBound A: 0 B: 0

WestBound A: 2 B: 688

NorthBound A: 569 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 = (0 + 673 + 688 + 0) / 1500 = 0.837 LOS = D

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20390

AM/PM: PM Comments: INT# 19

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	1215	808	367	1813	0	0	0	0	57	0	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1215	808	367	1813	0	0	0	0	57	0	106
LANE	0 0 2 0		0 2 0	1 0 3 0		0 0 0	0 0 0 0		0 0	1 1 0		0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 664 B: 367

EastBound A: 106 B: 34

WestBound A: 0 B: 0

NorthBound A: 808 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 = (808 + 367 + 0 + 106) / 1500 = 0.661 LOS = B

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

AM/PM: PM Comments: INT# 20

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	1056	0	0	903	119	591	489	1	146	0	687
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	1056	0	0	903	119	591	489	1	146	0	687
LANE	1 0 2 0		0 0 0	0 0 2 0		1 0 0	1 1 0		0 0	1 0 0		1 0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 341 B: 0

EastBound A: 687 B: 146

WestBound A: 360 B: 360

NorthBound A: 528 B: 226

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 = D(N/B) + A(S/B)

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

V/C = (226 + 341 + 360 + 687) / 1425 = 1.063 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99226

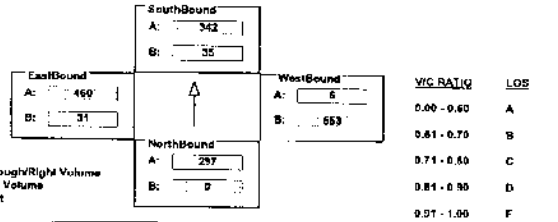
AM/PM: PM Comments: INT# 21

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	594	759	35	684	0	1005	0	6	31	229	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	594	759	35	684	0	1005	0	6	31	229	200
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = AT&AC 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	F

Results

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

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

V/C = (0 + 342 + 553 + 460) / *1425 = 0.881 LOS = D

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

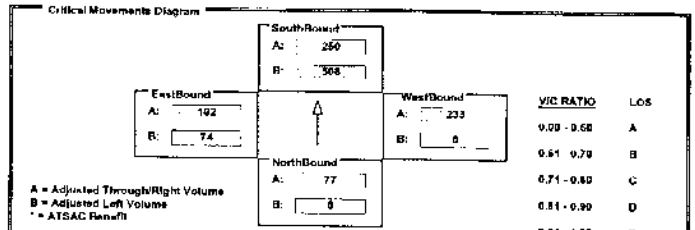
AM/PM: PM Comments: INT# 22

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	149	4	1372	179	71	2	16	449	74	20	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	149	4	1372	179	71	2	16	449	74	20	6
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (77 + 508 + 233 + 102) / *1375 = 0.599 LOS = A

Developed by Chun Wong, 12/04

2010PM

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

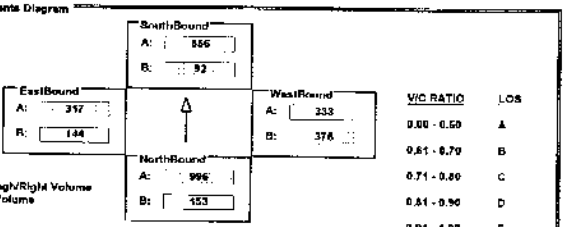
AM/PM: PM Comments: INT# 23

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	279	2988	198	168	3423	51	687	321	379	144	477	394
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	2988	198	168	3423	51	687	321	379	144	477	394
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	1	0	1	1	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



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 = (996 + 92 + 376 + 317) / *1375 = 1.297 LOS = F

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

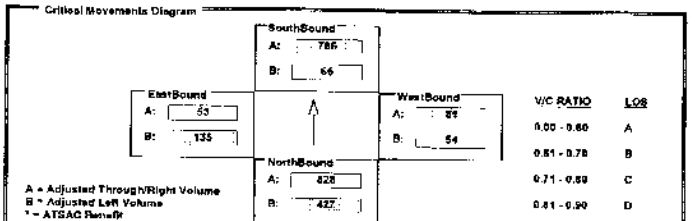
AM/PM: PM Comments: INT# 24

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	777	2485	67	66	2197	160	54	46	35	135	53	823
AMBIENT												
RELATED												
PROJECT												
TOTAL	777	2485	67	66	2197	160	54	46	35	135	53	823
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

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 = (427 + 786 + 89 + 135) / *1425 = 0.933 LOS = E

0.903

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: PM Comments: INT# 25

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	411	94	541	905	53	160	86	297	31	53	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	411	94	541	905	53	160	86	297	31	53	10
LANE	1	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	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: 958 B: 541

EastBound A: 94 B: 31

WestBound A: 86 B: 160

NorthBound A: 253 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 = B(W/B) + A(E/B)

V/C = (16 + 958 + 160 + 94) / 1375 = 0.893 LOS = D

Developed by Chun Wong - 2004

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19866

AM/PM: PM Comments: INT# 26

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	3201	728	529	3122	0	991	0	149	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3201	728	529	3122	0	991	0	149	0	0	0
LANE	0	0	4	0	1	0	2	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1041 B: 291

EastBound A: 0 B: 0

WestBound A: 0 B: 387

NorthBound A: 899 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 = (899 + 291 + 387 + 0) / 1425 = 0.953 LOS = E

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: PM Comments: INT# 27

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	2	18	949	0	186	1	511	725	111	438	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	18	949	0	186	1	511	725	111	438	0
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	1	0	2	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 475 B: 475

EastBound A: 219 B: 61

WestBound A: 256 B: 1

NorthBound A: 20 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 = (20 + 475 + 256 + 61) / 1375 = 0.521 LOS = A

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: PM Comments: INT# 28

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	2608	1205	592	3697	88	280	418	399	178	250	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	2608	1205	592	3697	88	280	418	399	178	250	207
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
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: 946 B: 326

EastBound A: 147 B: 98

WestBound A: 236 B: 154

NorthBound A: 1128 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 = A(N/B) + B(S/B)

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

V/C = (1128 + 326 + 236 + 98) / 1375 = 1.230 LOS = F

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

AM/PM: PM Comments: INT# 29

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	227	366	133	100	654	30	209	771	70	34	744	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	227	366	133	100	654	30	209	771	70	34	744	191
LANE	1 0 1	0 0 1	0 1 0	1 0 1	0 0 1	0 1 0	1 0 2	0 0 1	0 1 0	1 0 1	0 1 0	1 0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 654 B: 100

EastBound A: 468 B: 34

WestBound A: 386 B: 209

NorthBound A: 366 B: 227

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 = (227 + 654 + 209 + 468) / *1426 = 1.023 LOS = F

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: PM Comments: INT# 30

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	27	489	0	0	0	570	580	621	359	1319	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	260	27	489	0	0	0	570	580	621	359	1319	0
LANE	1 0 0	1 0 0		0 0 0	0 0 0		0 0 2	0 0 1	0	1 0 3	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 440 B: 359

WestBound A: 621 B: 0

NorthBound A: 516 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 = A(N/B) + A(S/B)

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

V/C = (516 + 0 + 621 + 359) / *1200* = 1.343 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19880

AM/PM: PM Comments: INT# 31

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	164	0	668	570	820	0	359	1154	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	164	0	668	570	820	0	359	1154	189
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
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 334 B: 164

EastBound A: 385 B: 0

WestBound A: 410 B: 314

NorthBound A: 6 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 = (6 + 334 + 314 + 385) / 1200* = 0.791 LOS = C

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

AM/PM: PM Comments: INT# 32

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	2492	327	84	2513	632	382	514	203	581	718	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2492	327	84	2513	632	382	514	203	581	718	276
LANE	1 0 2	0 1 0	0	1 0 3	0 0 1	0	2 0 2	0 0 1	0	2 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 836 B: 84

EastBound A: 497 B: 309

WestBound A: 257 B: 210

NorthBound A: 940 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)

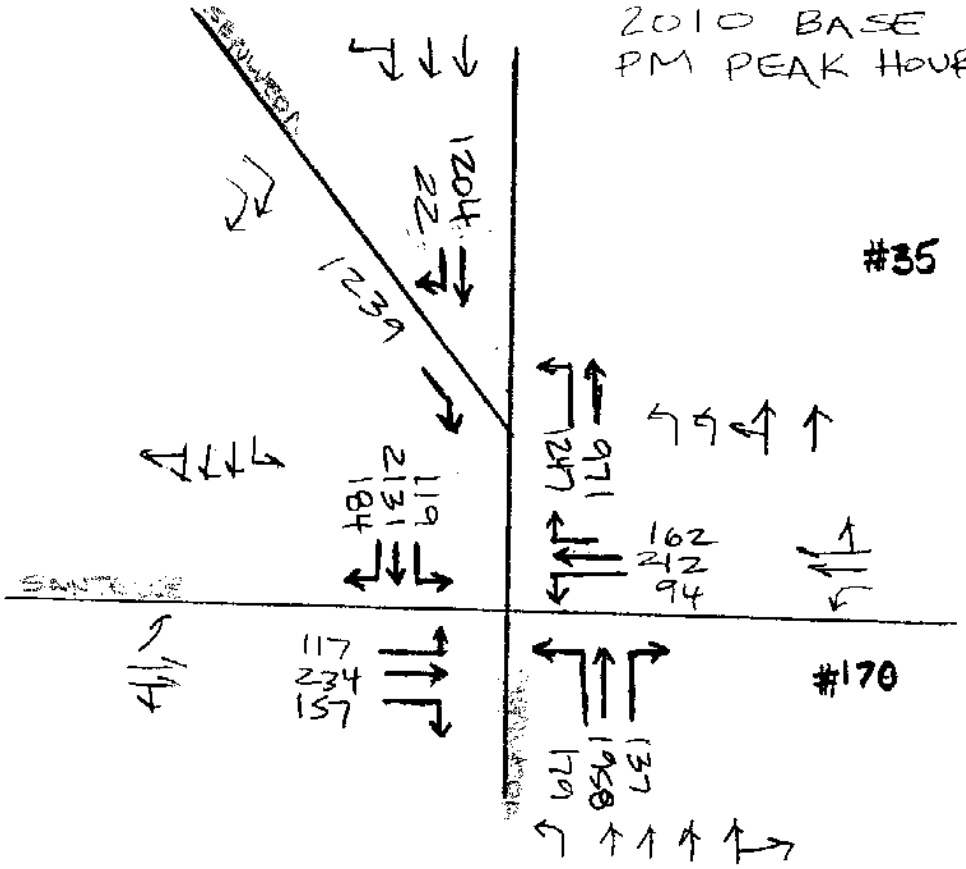
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (940 + 84 + 257 + 497) / *1425 = 1.178 LOS = F

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#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 BASE
PM PEAK HOUR



① 1239/2 = 620 OR 1247/3 = 416 OR (179) OR (1958+137)/4 = 524

② 620 −179 = (441) OR 416 OR (2131+184)/3 = 772 −409 −119 = 244 OR 524

③ (1204+22)/3 = (409) OR 772 OR 524

④ 416 OR (119) OR 772

⑤ 416 OR (117 + (212+162)/2) = (304) OR (94 + (234+157)/2) = 290

CRITICAL VOLUMES = 179 + 441 + 409 + 119 + 304 = 1452

V/C = (1452/1375) − 0.07 ATSAC = 0.986 LOS E

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

AM/PM: PM Comments: INT# 33

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	47	3039	939	330	1977	768	874	439	410	37	281	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	3039	939	330	1977	768	874	439	410	37	281	88
LANE	1 0 3 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: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 768 B: 182

EastBound A: 129 B: 37

WestBound A: 220 B: 481

NorthBound A: 796 B: 47

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 = (796 + 182 + 481 + 123) / 1375 = 1.081 LOS = F

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1.05

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99236

AM/PM: PM Comments: INT# 34

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	395	797	49	446	752	177	70	734	550	194	931	408
AMBIENT												
RELATED												
PROJECT												
TOTAL	395	797	49	446	752	177	70	734	550	194	931	408
LANE	2 0 1 0 1 0			2 0 2 0 0 1 0			2 0 2 0 2 0 0			2 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: Auto	

Critical Movements Diagram

SouthBound A: 376 B: 245

EastBound A: 466 B: 187

WestBound A: 427 B: 39

NorthBound A: 423 B: 217

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 = (423 + 245 + 427 + 187) / 1375 = 0.874 LOS = D

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

AM/PM: PM Comments: INT# 36

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	2254	199	0	2272	1296	0	0	0	1072	315	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2254	199	0	2272	1296	0	0	0	1072	315	19
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: 692 B: 0

EastBound A: 334 B: 397

WestBound A: 0 B: 0

NorthBound A: 816 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 = (0 + 692 + 0 + 397) / 1500 = 0.753 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

AM/PM: PM Comments: INT# 37

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	2453	258	328	2795	74	195	555	212	227	1058	529
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	2453	258	328	2795	74	195	555	212	227	1058	529
LANE	2 0 2 0 1 0 0			2 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 956 B: 180

EastBound A: 529 B: 227

WestBound A: 278 B: 195

NorthBound A: 904 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 = B(W/B) + A(E/B)

V/C = (139 + 956 + 195 + 529) / 1375 = 1.253 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N | W/E: SLAUSON AV | I/S No: 99192

AM/PM: PM | Comments: INT# 38

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	225	5	227	0	0	0	0	1498	156	515	1704	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	5	227	0	0	0	0	1498	156	515	1704	0
LANE	1 0 0	1 0 0	0 0 1	0 0 0	0 0 0	0 0 0	0 4 0	0 2 0		2 0 3	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 568 B: 283

WestBound A: 376 B: 0

NorthBound A: 232 B: 225

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 = (232 + 0 + 376 + 283) / 1425 = 0.626 LOS = B

Developed by Chun Wang, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S | W/E: SLAUSON AV | I/S No: 99194

AM/PM: PM | Comments: INT# 39

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	235	17	605	302	1420	0	0	1985	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	235	17	605	302	1420	0	0	1985	238
LANE	0 0 0	0 0 0		0 1 0	0 0 2	0	1 0 3	0 0 0		0 0 4	0 1 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 333 B: 235

EastBound A: 446 B: 0

WestBound A: 475 B: 302

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 = (0 + 333 + 302 + 445) / 1425 = 0.758 LOS = C

Developed by Chun Wang, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS | W/E: LA TIJERA BL | I/S No: 20030

AM/PM: PM | Comments: INT# 40

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	182	10	288	0	0	0	297	1255	175	425	1611	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	10	288	0	0	0	297	1255	175	425	1611	0
LANE	1 0 0	0 0 1	0	0 0 0	0 0 0		0 2 0	1 0 0		2 0 3	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 537 B: 234

WestBound A: 477 B: 6

NorthBound A: 288 B: 182

297

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 = (288 + 0 + 477 + 234) / 1200* = 0.765 LOS = C

Developed by Chun Wang, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS | W/E: LA TIJERA BL | I/S No: 20040

AM/PM: PM | Comments: INT# 41

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	290	0	282	297	1438	0	425	1322	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	290	0	282	297	1438	0	425	1322	100
LANE	0 0 0	0 0 0		0 0 0	0 0 1		2 0 3	0 0 0		0 0 2	0 1 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 282 B: 298

EastBound A: 474 B: 6

WestBound A: 479 B: 163

NorthBound A: 0 B: 0

425

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 = (0 + 290 + 163 + 474) / 1200* = 0.793 LOS = C

Developed by Chun Wang, 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

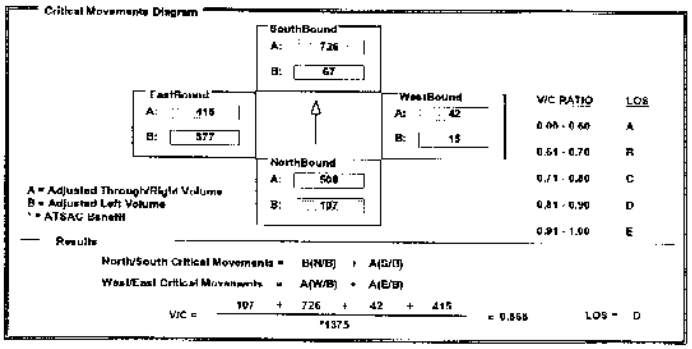
AM/PM: PM Comments: INT# 42

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	195	2024	7	67	2058	110	15	12	15	738	16	469
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	2024	7	67	2058	110	15	12	15	738	16	469
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (107 + 726 + 42 + 415) / *1375 = 0.858 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

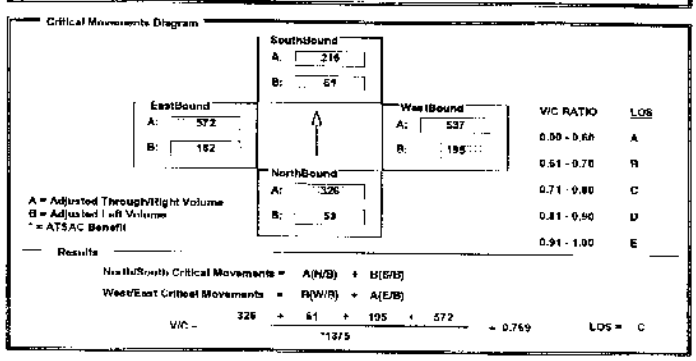
AM/PM: PM Comments: INT# 43

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	852	208	61	432	208	195	1073	65	182	1143	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	852	208	61	432	208	195	1073	65	182	1143	43
LANE	1	0	2	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (326 + 61 + 195 + 572) / *1375 = 0.769 LOS = C

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

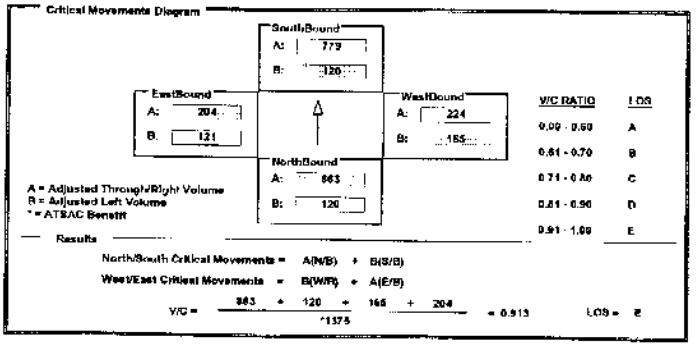
AM/PM: PM Comments: INT# 44

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	120	2590	164	120	2338	120	300	357	90	121	307	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	2590	164	120	2338	120	300	357	90	121	307	101
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (863 + 120 + 165 + 204) / *1375 = 0.913 LOS = E

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

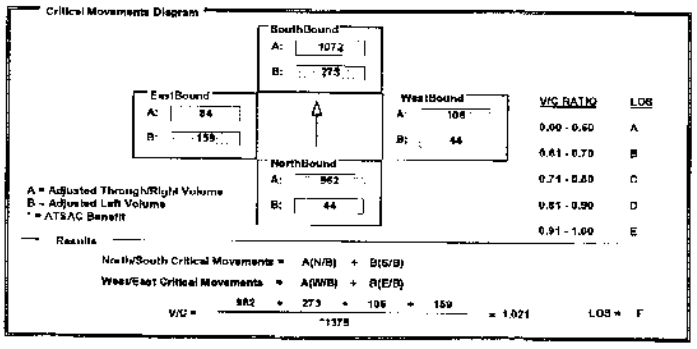
AM/PM: PM Comments: INT# 45

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	44	3805	41	273	2988	227	44	60	243	159	60	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	3805	41	273	2988	227	44	60	243	159	60	24
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (982 + 275 + 108 + 159) / *1375 = 1.021 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

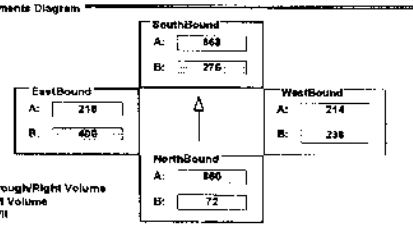
AM/PM: PM Comments: INT# 46

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	72	3238	200	276	2178	426	238	427	250	400	435	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	3238	200	276	2178	426	238	427	250	400	435	64
LANE	1	0	3	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	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



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 = (860 + 276 + 214 + 400) / *1375 = 1.293 LOS = F

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

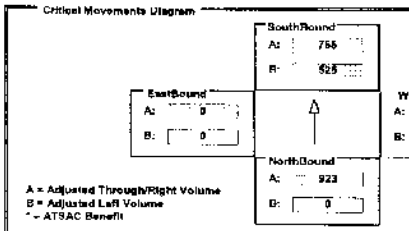
AM/PM: PM Comments: INT# 47

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	2511	258	955	2264	0	350	0	945	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2511	258	955	2264	0	350	0	945	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	2	0	0	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



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 = (923 + 525 + 257 + 0) / *1425 = 1.126 LOS = F

Developed by Chun Wong, 12-94

1.096

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

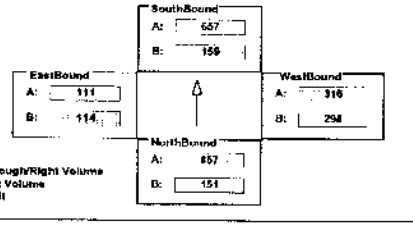
AM/PM: PM Comments: INT# 48

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	274	2572	374	289	2471	155	508	87	395	114	111	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	2572	374	289	2471	155	508	87	395	114	111	182
LANE	2	0	3	0	1	0	2	0	3	0	1	0	0	1	1	0	0	1	1	0	1	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



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 = (657 + 159 + 316 + 114) / *1375 = 0.962 LOS = E

-.003 ATSAC

Developed by Chun Wong, 12-94

0.952

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

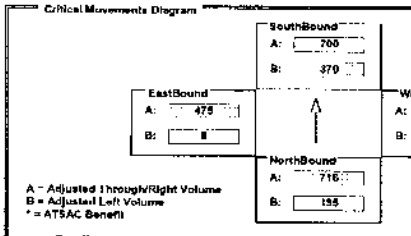
AM/PM: PM Comments: INT# 49

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	195	2149	340	370	1962	138	293	703	302	0	650	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	2149	340	370	1962	138	293	703	302	0	650	99
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	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



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 = (716 + 370 + 161 + 475) / *1375 = 1.182 LOS = F

-.03 ATSAC

Developed by Chun Wong, 12-94

1.152

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

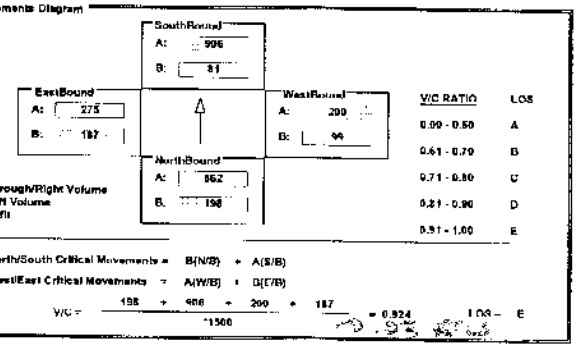
AM/PM: PM Comments: INT# 50

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	198	1674	50	81	1812	182	99	200	78	187	371	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1674	50	81	1812	182	99	200	78	187	371	178
LANE	1 0 1 0 1 0 0 1 0			2 0 0 1 0			1 0 1 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



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 = (198 + 906 + 200 + 187) / 1500 = 0.924 LOS = E

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

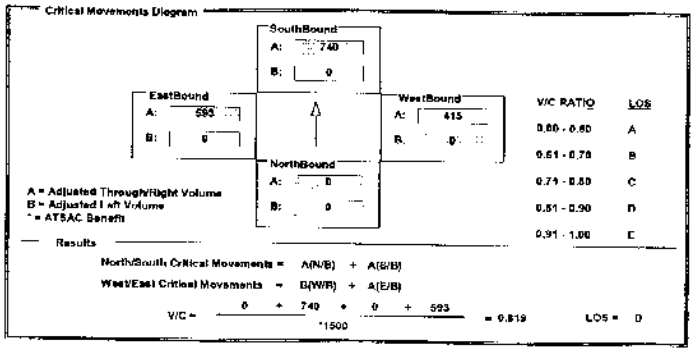
AM/PM: PM Comments: INT# 51

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	2958	0	0	1658	2887	0	2370	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2958	0	0	1658	2887	0	2370	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: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 740 + 0 + 593) / 1500 = 0.819 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

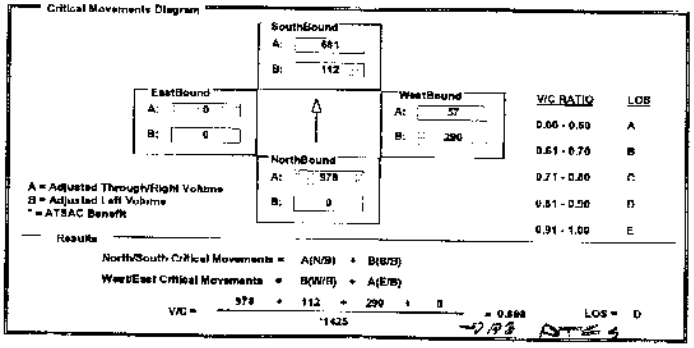
AM/PM: PM Comments: INT# 52

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	3911	534	203	2725	0	785	0	113	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3911	534	203	2725	0	785	0	113	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: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (978 + 112 + 290 + 0) / 1425 = 0.888 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

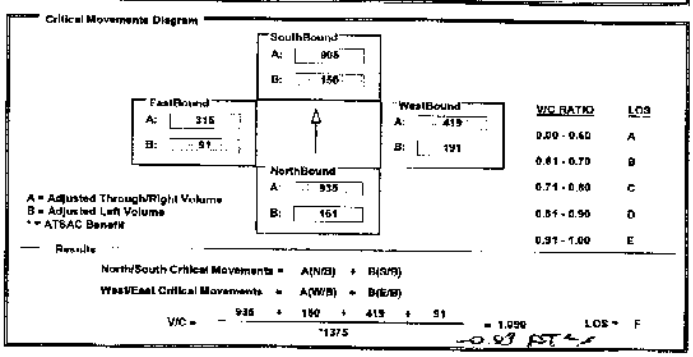
AM/PM: PM Comments: INT# 53

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	293	1709	161	273	1724	85	348	838	296	165	946	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	1709	161	273	1724	85	348	838	296	165	946	190
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (935 + 150 + 419 + 91) / 1375 = 1.099 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

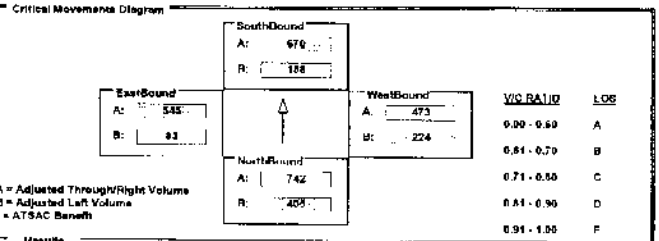
AM/PM: PM Comments: INT# 54

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	736	1888	337	341	1788	223	407	945	286	150	1090	738
AMBIENT												
RELATED												
PROJECT												
TOTAL	736	1888	337	341	1788	223	407	945	286	150	1090	738
LANE	2	0	2	2	0	2	0	1	0	2	0	2	0	1	0	2	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



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 = (405 + 670 + 224 + 545) / *1375 = 1.271 LOS = F

Developed by Chun Wong, 1994

1.27

2010PM

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20960

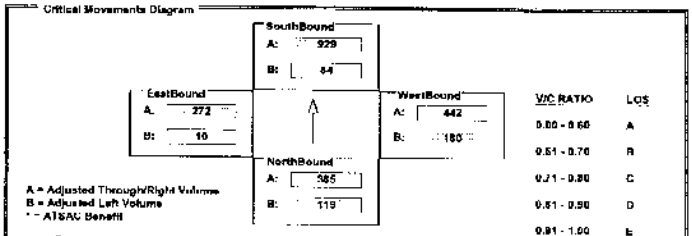
AM/PM: PM Comments: INT# 55

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	539	230	84	882	47	180	168	94	10	196	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	539	230	84	882	47	180	168	94	10	196	66
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (119 + 929 + 180 + 272) / *1500 = 0.930 LOS = E

Developed by Chun Wong, 1994

0.93

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20360

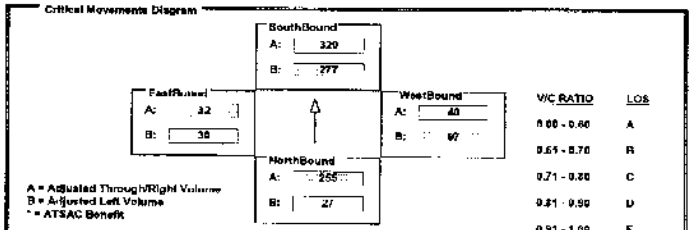
AM/PM: PM Comments: INT# 56

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	509	113	277	524	15	97	40	168	30	23	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	509	113	277	524	15	97	40	168	30	23	32
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (255 + 277 + 97 + 32) / *1375 = 0.411 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

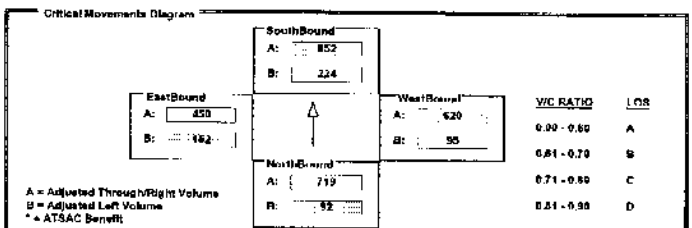
AM/PM: PM Comments: INT# 57

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	2765	112	407	2557	421	95	729	511	278	900	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	2765	112	407	2557	421	95	729	511	278	900	87
LANE	1	0	3	0	1	0	0	2	0	3	0	0	1	0	1	0	1	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



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 = (92 + 852 + 620 + 152) / *1375 = 1.178 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

AM/PM: PM Comments: INT# 58

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	2735	172	323	3591	154	236	251	345	124	111	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	2735	172	323	3591	154	236	251	345	124	111	73
LANE	1 0	4 0	0 1	0	2 0	3 0	1 0	1 0	0	1 0	1 0	0 1
SIGNAL Phasing	Prot-Fix			Prot-Fix			Perm			Perm		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 936 B: 174

EastBound A: 184 B: 124

WestBound A: 258 B: 236

NorthBound A: 684 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 = B(N/B) + A(S/B)

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

V/C = (174 + 936 + 236 + 184) / 1425 = 1.074 LOS = F

Developed by : Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

AM/PM: PM Comments: INT# 59

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	689	247	80	693	0	613	0	141	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	689	247	80	693	0	613	0	141	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
SIGNAL Phasing	Perm			Prot-Ltx			Split			<none>		
SIGNAL RTOR	OLA			<none>			OLA			<none>		

Critical Movements Diagram

SouthBound A: 347 B: 80

EastBound A: 0 B: 0

WestBound A: 51 B: 227

NorthBound A: 345 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 = (346 + 80 + 227 + 0) / 1425 = 0.388 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

AM/PM: PM Comments: INT# 60

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	132	1742	321	123	1977	608	340	407	244	569	515	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	1742	321	123	1977	608	340	407	244	569	515	32
LANE	1 0	2 0	1 0	0	1 0	2 0	1 1	0	2 0	2 0	1 0	0
SIGNAL Phasing	Prot-Var			Prot-Var			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 959 B: 123

EastBound A: 274 B: 313

WestBound A: 244 B: 187

NorthBound A: 688 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 = (688 + 123 + 244 + 313) / 1375 = 0.925 LOS = E

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

AM/PM: PM Comments: INT# 61

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	222	2031	328	712	4002	329	270	602	584	140	340	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	2031	328	712	4002	329	270	602	584	140	340	151
LANE	2 0	4 0	0 1	0	2 0	3 0	0 1	2 0	2	0 1	0	2 0
SIGNAL Phasing	Prot-Var			Prot-Var			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 1334 B: 392

EastBound A: 113 B: 77

WestBound A: 388 B: 149

NorthBound A: 598 B: 122

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 = (122 + 1334 + 388 + 77) / 1375 = 1.397 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

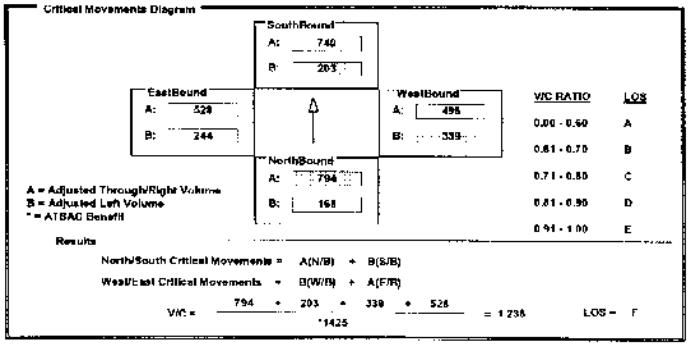
AM/PM: PM Comments: INT# 62

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	168	663	131	203	1240	240	339	1487	358	244	1585	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	663	131	203	1240	240	339	1487	358	244	1585	168
LANE	0	1	0	0	1	0	0	1	0	0	1	0
	1	0	1	0	1	0	1	0	1	0	1	0
	1	0	1	0	1	0	1	0	1	1	0	1
	1	0	1	0	1	0	1	0	1	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (794 + 203 + 339 + 528) / 1425 = 1.236 LOS = F

Developed by Chun Wong 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

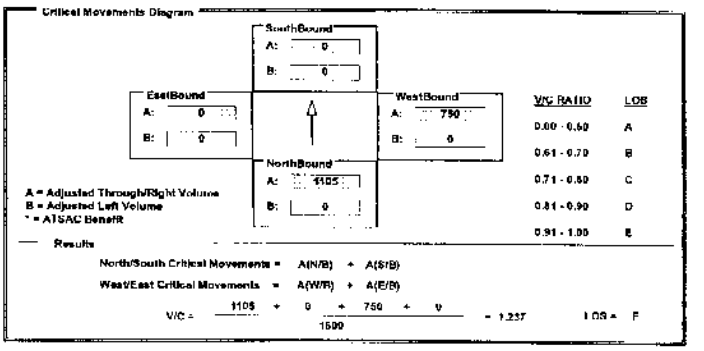
AM/PM: PM Comments: INT# 63

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	3314	0	0	0	0	0	0	2028	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3314	0	0	0	0	0	0	2028	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0
	0	0	3	0	0	0	0	0	0	0	0	0
	0	0	3	0	0	0	0	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (1105 + 0 + 750 + 0) / 1600 = 1.237 LOS = F

Developed by Chun Wong 12/04

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19850

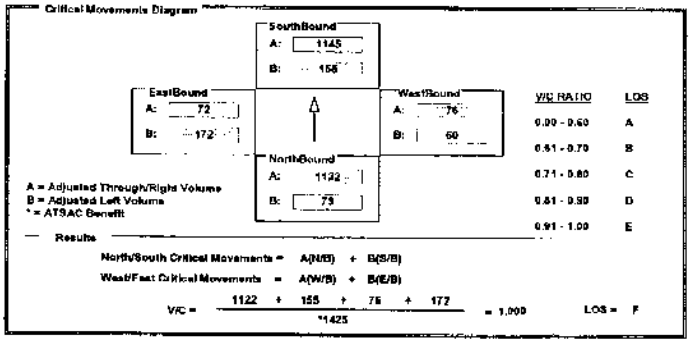
AM/PM: PM Comments: INT# 64

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	3321	45	155	3436	360	60	59	76	313	72	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	3321	45	155	3436	360	60	59	76	313	72	70
LANE	1	0	2	0	1	0	0	1	0	0	1	0
	1	0	2	0	1	0	0	1	0	0	1	0
	1	0	2	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (1122 + 155 + 76 + 172) / 1425 = 1.000 LOS = F

Developed by Chun Wong 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

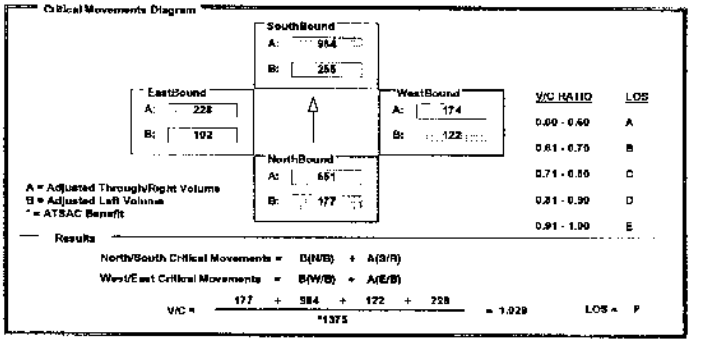
AM/PM: PM Comments: INT# 65

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	321	1898	56	463	1901	67	221	347	270	102	455	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	321	1898	56	463	1901	67	221	347	270	102	455	218
LANE	2	0	2	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0
	2	0	2	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	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: Auto				

Critical Movements Diagram



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 = (177 + 984 + 122 + 228) / 1375 = 1.029 LOS = F

Developed by Chun Wong 12/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

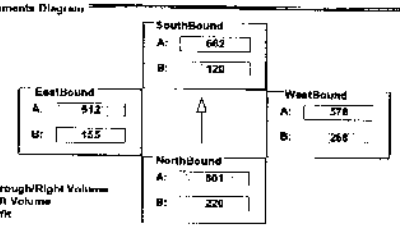
AM/PM: PM Comments: INT# 66

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	220	1601	497	120	1324	206	268	1733	230	155	1535	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	1601	497	120	1324	206	268	1733	230	155	1535	203
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 3 0 0 1 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (801 + 120 + 268 + 512) / *1425 = 1.124 LOS = F

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

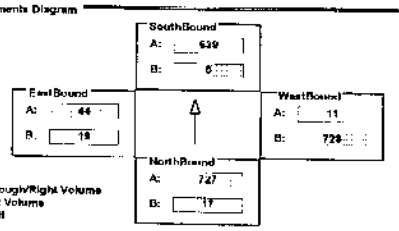
AM/PM: PM Comments: INT# 67

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	1454	1660	0	1917	1	1323	3	8	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1454	1660	0	1917	1	1323	3	8	19	0	25
LANE	1 0 2 0 0 2 0			0 0 2 0 1 0 0			2 0 0 0 1 0 0			0 0 0 0 0 0 1		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (747 + 0 + 728 + 44) / *1500 = 0.929 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

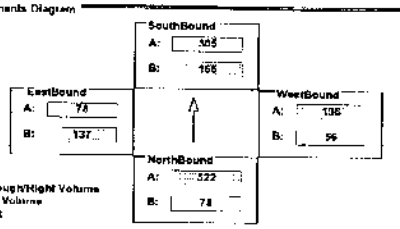
AM/PM: PM Comments: INT# 68

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	1043	136	165	914	199	58	61	196	249	78	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1043	136	165	914	199	58	61	196	249	78	78
LANE	1 0 2 0 0 1 0			1 0 3 0 0 1 0			1 0 0 0 1 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (522 + 165 + 196 + 137) / *1375 = 0.872 LOS = B

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

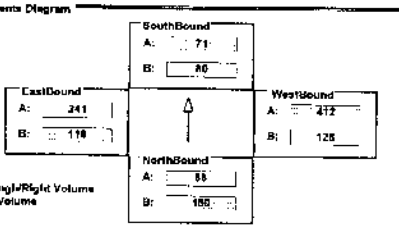
AM/PM: PM Comments: INT# 69

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	180	0	152	146	0	142	128	1235	58	118	867	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	0	152	146	0	142	128	1235	58	118	867	97
LANE	1 0 1 0 0 1 0			2 0 0 0 1 0			1 0 3 0 0 1 0			1 0 3 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: DLA		Phasing: Prot-Var	RTOR: Auto	

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 = (180 + 71 + 412 + 118) / *1376 = 0.498 LOS = A

-0.03 ATSAC

0468

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: PM Comments: INT# 70

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	0	122	0	1400	49	12	1249	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	0	122	0	1400	49	12	1249	0
LANE	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	1	0	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 206 B: 205

EastBound A: 416 B: 12

WestBound A: 483 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 = (0 + 206 + 483 + 12) / *1500 = 0.397 LOS = A

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: PM Comments: INT# 71

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	398	45	731	722	36	17	139	466	19	191	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	398	45	731	722	36	17	139	466	19	191	15
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	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: 379 B: 731

EastBound A: 225 B: 19

WestBound A: 466 B: 17

NorthBound A: 221 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 = A(N/B) + B(S/B)

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

V/C = (221 + 731 + 466 + 19) / *1500 = 0.888 LOS = D

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99296

AM/PM: PM Comments: INT# 72

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	381	1050	212	38	1632	249	103	639	27	137	701	889
AMBIENT												
RELATED												
PROJECT												
TOTAL	381	1050	212	38	1632	249	103	639	27	137	701	889
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 816 B: 38

EastBound A: 698 B: 137

WestBound A: 535 B: 103

NorthBound A: 636 B: 381

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 = (381 + 816 + 103 + 698) / *1425 = 1.332 LOS = F

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: PM Comments: INT# 73

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	1042	360	627	935	0	0	0	0	56	0	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1042	360	627	935	0	0	0	0	56	0	217
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 312 B: 346

EastBound A: 137 B: 56

WestBound A: 0 B: 0

NorthBound A: 467 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 = (467 + 346 + 0 + 137) / *1425 = 0.596 LOS = A

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: PM Comments: INT# 74

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	768	0	0	1362	49	184	28	393	32	0	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	768	0	0	1362	49	184	28	393	32	0	44
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	1	0	1	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: 468 B: 0

EastBound A: 76 B: 32

WestBound A: 211 B: 184

NorthBound A: 255 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 = B(N/B) + A(S/B)

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

V/C = (27 + 468 + 211 + 76) / 1425 = 0.479 LOS = A

Developed by Chun Wong, 1994

0.479 LOS A

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: PM Comments: INT# 75

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	136	0	11	0	1454	241	0	2559	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	0	11	0	1454	241	0	2559	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	0	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 74 B: 74

EastBound A: 640 B: 0

WestBound A: 565 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 = (0 + 74 + 0 + 640) / 1500 = 0.405 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: EALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: PM Comments: INT# 76

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	146	156	482	132	128	8	371	1060	25	27	1899	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	156	482	132	128	8	371	1060	25	27	1899	40
LANE	1	0	2	0	1	1	0	1	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 68 B: 132

EastBound A: 485 B: 27

WestBound A: 362 B: 204

NorthBound A: 163 B: 146

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 = (163 + 132 + 204 + 485) / 1425 = 0.621 LOS = B

Developed by Chun Wong, 1994

0.621 LOS A

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: PM Comments: INT# 77

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	921	170	88	1010	156	126	1071	98	80	874	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	921	170	88	1010	156	126	1071	98	80	874	78
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0	1	0	0	0	1	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: 589 B: 88

EastBound A: 716 B: 80

WestBound A: 837 B: 126

NorthBound A: 546 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 = (119 + 589 + 837 + 80) / 1500 = 1.009 LOS = F

Developed by Chun Wong, 1994

0.979 LOS E

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19319

AM/PM: PM Comments: INT# 76

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	880	38	754	1604	0	26	0	603	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	880	38	754	1604	0	26	0	603	0	0	0
LANE	1	0	1	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 882 B: 754

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 459 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 = +

V/C = (459 + 754 + +) / *1500 = 0.739 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: PM Comments: INT# 79

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	102	66	454	30	22	68	318	318	22	77	333	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	66	454	30	22	68	318	318	22	77	333	54
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	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: 66 B: 30

EastBound A: 194 B: 77

WestBound A: 170 B: 318

NorthBound A: 454 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 = (454 + 30 + 318 + 194) / *1500 = 0.594 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: PM Comments: INT# 80

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	415	78	82	695	155	99	168	67	128	186	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	415	78	82	695	155	99	168	67	128	186	290
LANE	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	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: 425 B: 82

EastBound A: 550 B: 128

WestBound A: 118 B: 99

NorthBound A: 415 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 = B(N/B) + A(S/B)

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

V/C = (192 + 425 + 99 + 290) / *1500 = 0.601 LOS = B

0.53 ATSAC

0.571 LOS A

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: PM Comments: INT# 81

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	4290	146	121	3213	0	178	0	163	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4290	146	121	3213	0	178	0	163	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	1	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: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 565 B: 67

EastBound A: 0 B: 0

WestBound A: 81 B: 114

NorthBound A: 1073 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 = (1073 + 67 + 114 + 8) / *1425 = 0.819 LOS = D

0.83 ATSAC

0.780 LOS C

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 McConnell / Jefferson [2010 Base PM]

Average Delay (sec/veh): 696.2 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	3 0	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	130	0	61	19	1587	0	0	1493	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	61	19	1587	0	0	1493	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	61	19	1587	0	0	1493	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	130	0	61	19	1587	0	0	1493	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2076	xxxx	514	1526	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	47	xxxx	511	443	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	46	xxxx	511	443	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	1017	xxxx	13.0	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			696.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: PM Comments: INT# 82

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	442	629	97	170	685	159	149	854	121	231	1236	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	442	629	97	170	685	159	149	854	121	231	1236	0
LANE	2	1	0	0	1	0	0	1	0	2	0	0	1	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 363 B: 478

EastBound A: 412 B: 231

WestBound A: 325 B: 149

NorthBound A: 363 B: 243

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 = (363 + 343 + 149 + 412) / 1425 = 0.819 LOS = D

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: PM Comments: INT# 83

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	130	0	61	0	1493	33	19	1587	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	61	0	1493	33	19	1587	0
LANE	0	0	0	0	0	0	0	1	0	0	0	1	1	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 61 B: 130

EastBound A: 529 D: 15

WestBound A: 509 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 = (0 + 130 + 0 + 529) / 1500 = 0.439 LOS = A

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: PM Comments: INT# 84

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	24	111	315	113	80	11	298	1102	82	29	1139	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	111	315	113	80	11	298	1102	82	29	1139	107
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0	1
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 91 B: 113

EastBound A: 415 B: 29

WestBound A: 388 B: 164

NorthBound A: 111 B: 24

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 = (111 + 113 + 164 + 415) / 1425 = 0.484 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WEST LAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: PM Comments: INT# 85

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	316	0	88	0	1391	126	37	1473	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	316	0	88	0	1391	126	37	1473	0
LANE	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	0	1	0	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 88 B: 316

EastBound A: 491 B: 37

WestBound A: 505 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 = (0 + 316 + 505 + 37) / 1500 = 0.503 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

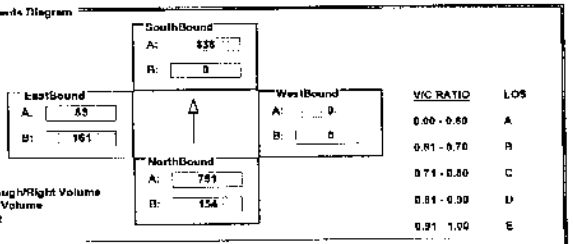
AM/PM: PM Comments: INT# 86

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	154	3002	0	0	2235	278	0	0	0	293	0	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3002	0	0	2235	278	0	0	0	293	0	83
LANE	1	0	4	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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 = (154 + 535 + 0 + 161) / *1500 = 0.699 LOS = B

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20460

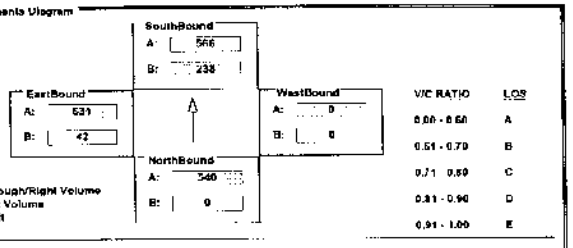
AM/PM: PM Comments: INT# 87

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	686	933	432	1131	0	0	0	0	42	1243	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	686	933	432	1131	0	0	0	0	42	1243	19
LANE	0	0	1	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (340 + 238 + 0 + 531) / *1425 = 0.919 LOS = E

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

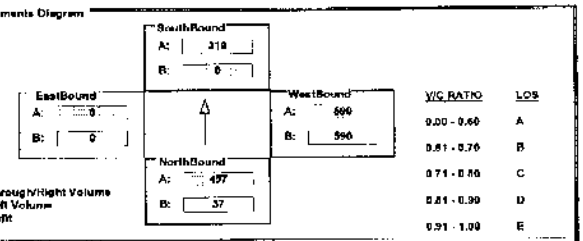
AM/PM: PM Comments: INT# 88

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	691	0	0	929	83	634	1135	451	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	691	0	0	929	83	634	1135	451	0	0	0
LANE	0	1	1	0	0	0	0	0	3	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

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) + A(E/B)

V/C = (497 + 0 + 590 + 0) / *1425 = 0.665 LOS = B

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20658

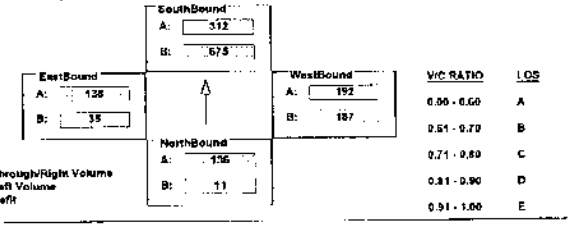
AM/PM: PM Comments: INT# 89

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	11	125	87	675	274	38	187	84	530	35	84	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	125	87	675	274	38	187	84	530	35	84	19
LANE	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (136 + 675 + 187 + 138) / *1425 = 0.727 LOS = C

Developed by Chan Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

AM/PM: PM Comments: INT# 90

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	463	0	0	0	468	1293	0	0	982	323
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	463	0	0	0	468	1293	0	0	982	323
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 491 B: 0

WestBound A: 647 B: 468

NorthBound A: 463 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 = (463 + 0 + 468 + 491) / 1500 = 0.946 LOS = E

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: PM Comments: INT# 91

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	214	3347	55	98	3406	230	44	63	57	181	83	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	3347	55	98	3406	230	44	63	57	181	83	135
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: 1135 B: 98

EastBound A: 138 B: 181

WestBound A: 82 B: 44

NorthBound A: 1134 B: 214

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 = (214 + 1135 + 82 + 181) / 1500 = 1.005 LOS = F

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: PM Comments: INT# 92

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	70	3632	22	78	3394	62	10	56	46	69	56	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	3632	22	78	3394	62	10	56	46	69	56	50
LANE	1	0	3	0	1	0	0	1	0	2	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: 1152 B: 78

EastBound A: 56 B: 69

WestBound A: 102 B: 10

NorthBound A: 914 B: 70

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 = (70 + 1152 + 102 + 69) / 1500 = 0.859 LOS = D

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

AM/PM: PM Comments: INT# 93

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	38	522	18	205	764	86	189	1305	40	61	1375	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	522	18	205	764	86	189	1305	40	61	1375	87
LANE	0	0	0	1	0	0	0	0	0	1	0	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: 1055 B: 205

EastBound A: 487 B: 61

WestBound A: 448 B: 189

NorthBound A: 573 B: 38

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 = (38 + 1055 + 189 + 487) / 1500 = 1.109 LOS = F

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92001

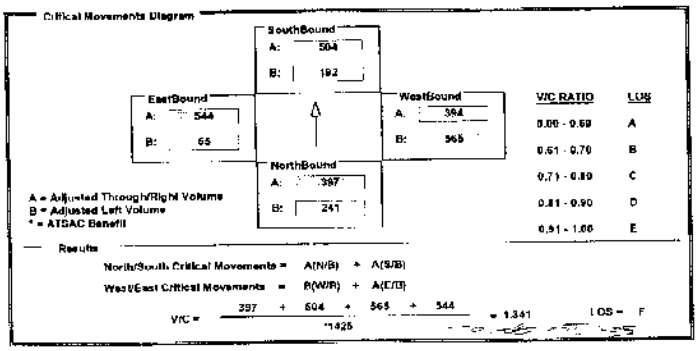
AM/PM: PM Comments: INT# 94

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	438	312	397	192	455	49	565	635	153	55	759	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	438	312	397	192	455	49	565	635	153	55	759	328
LANE	2	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (397 + 504 + 565 + 544) / 1425 = 1.341 LOS = F

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:05:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

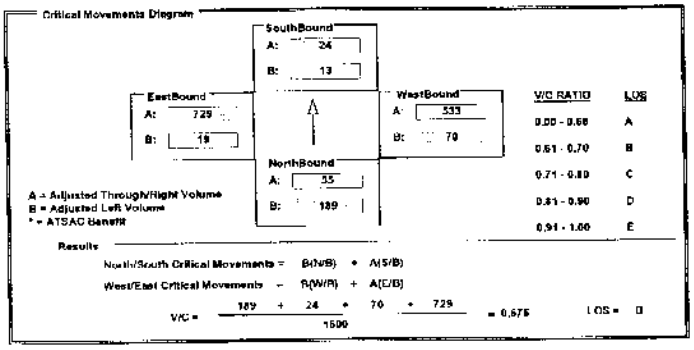
AM/PM: PM Comments: INT# 95

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	343	0	69	13	1	10	128	1589	10	19	2188	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	0	69	13	1	10	128	1589	10	19	2188	127
LANE	2	0	0	1	1	0	0	0	1	0	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (189 + 24 + 70 + 729) / 1500 = 0.675 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

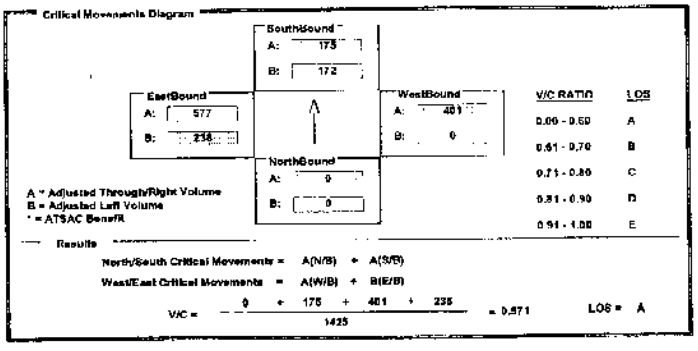
AM/PM: PM Comments: INT# 98

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	312	0	294	0	802	253	238	1154	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	294	0	802	253	238	1154	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 175 + 401 + 235) / 1425 = 0.671 LOS = A

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

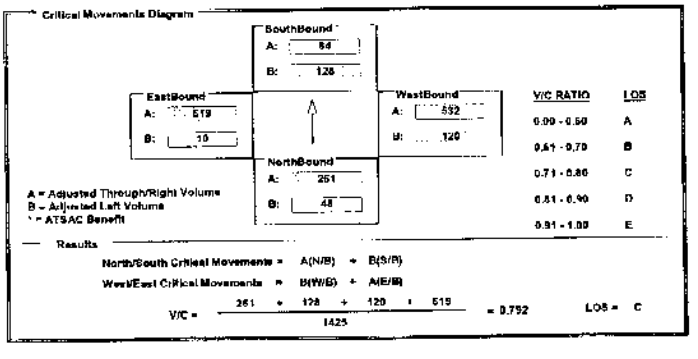
AM/PM: PM Comments: INT# 97

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	16	505	128	32	95	219	1555	42	19	1858	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	16	505	128	32	95	219	1555	42	19	1858	174
LANE	1	0	0	0	1	1	0	1	0	0	0	1	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (251 + 128 + 120 + 519) / 1425 = 0.752 LOS = C

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GRIFFIN VALLEY CIR | W/E: CENTINELA AV | I/S No: 99218

AM/PM: PM | Comments: INT# 98

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	489	0	64	0	971	336	82	1436	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	489	0	64	0	971	336	82	1436	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 64 B: 289

EastBound A: 718 B: 82

WestBound A: 654 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 = (0 + 289 + 654 + 82) / 1500 = 0.670 LOS = B

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: WASHINGTON PL | I/S No: 99146

AM/PM: PM | Comments: INT# 99

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	111	1164	161	176	1472	272	250	796	132	161	840	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	1164	161	176	1472	272	250	796	132	161	840	68
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	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: 736 B: 176

EastBound A: 464 B: 161

WestBound A: 398 B: 250

NorthBound A: 582 B: 111

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 = (111 + 736 + 250 + 464) / 1500 = 0.971 LOS = E

Developed by Chun Wong, 12-94

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CalcaDB

JUN 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: CULVER BL | I/S No: 99220

AM/PM: PM | Comments: INT# 100

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	129	1107	172	194	1002	168	243	728	199	184	661	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1107	172	194	1002	168	243	728	199	184	661	216
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	1	0	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: 501 B: 107

EastBound A: 331 B: 184

WestBound A: 468 B: 243

NorthBound A: 640 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 = A(W/B) + B(E/B)

V/C = (640 + 107 + 464 + 184) / 1375 = 0.945 LOS = E

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: CULVER BL | I/S No: 99222

AM/PM: PM | Comments: INT# 101

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	121	1131	45	46	1493	197	129	998	192	212	854	239
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1131	45	46	1493	197	129	998	192	212	854	239
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0	2	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: 747 B: 85

EastBound A: 427 B: 117

WestBound A: 397 B: 129

NorthBound A: 566 B: 47

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 = (67 + 747 + 129 + 427) / 1375 = 0.926 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: CULVER BL | I/S No: 99224

AM/PM: PM | Comments: INT# 102

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	393	208	195	1137	300	103	994	357	60	1098	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	393	208	195	1137	300	103	994	357	60	1098	128
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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: 719 B: 195
EastBound A: 409 B: 80
WestBound A: 676 B: 103
NorthBound A: 301 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
	F

Results

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

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

V/C = (54 + 719 + 676 + 80) / 1375 = 1.027 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV | W/E: WASHINGTON BL | I/S No: 93000

AM/PM: PM | Comments: INT# 103

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	185	125	290	229	139	106	335	1138	426	47	1598	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	125	290	229	139	106	335	1138	426	47	1598	216
LANE	1	1	0	0	1	0	1	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Ver	RTOR: Auto	Phasing: Prot-Ver	RTOR: Auto

Critical Movements Diagram

SouthBound A: 184 B: 184
EastBound A: 795 B: 47
WestBound A: 569 B: 335
NorthBound A: 155 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 = A(N/B) + A(S/B)

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

V/C = (155 + 184 + 335 + 795) / 1375 = 0.998 LOS = E

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DA 58

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV | W/E: PLAYA ST | I/S No: 99230

AM/PM: PM | Comments: INT# 104

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	197	0	573	0	0	0	696	783	0	0	817	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	0	573	0	0	0	696	783	0	0	817	97
LANE	2	0	0	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 457 B: 0
WestBound A: 392 B: 383
NorthBound A: 382 B: 168

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 = (382 + 0 + 383 + 457) / 1425 = 0.788 LOS = C

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV | W/E: SLAUSON AV | I/S No: 99232

AM/PM: PM | Comments: INT# 105

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	474	234	347	419	21	159	625	289	104	802	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	474	234	347	419	21	159	625	289	104	802	151
LANE	2	0	2	0	0	1	0	2	0	1	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram

SouthBound A: 220 B: 194
EastBound A: 318 B: 194
WestBound A: 208 B: 87
NorthBound A: 237 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) + B(S/B)

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

V/C = (237 + 194 + 87 + 318) / 1376 = 0.836 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

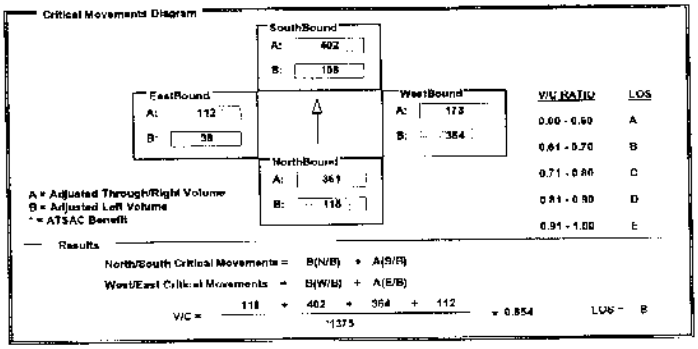
AM/PM: PM Comments: INT# 106

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	1058	543	108	1071	135	881	96	77	38	112	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	1058	543	108	1071	135	881	96	77	38	112	148
LANE	1 0 3 0 1 0			1 0 2 0 1 0			2 0 0 1 0 0			1 0 1 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (118 + 402 + 384 + 112) / 1375 = 0.854 LOS = D

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

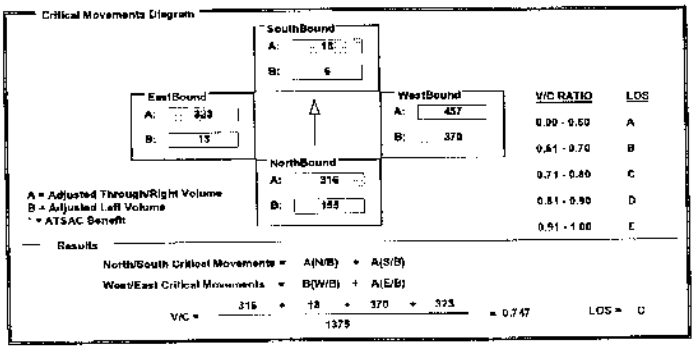
AM/PM: PM Comments: INT# 107

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	306	3	1247	6	5	13	1000	913	7	13	968	509
AMBIENT												
RELATED												
PROJECT												
TOTAL	306	3	1247	6	5	13	1000	913	7	13	968	509
LANE	1 1 0 0 2 0			1 0 0 0 1 0			3 0 2 0 0 1 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Free	

Critical Movements Diagram



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 = (316 + 18 + 370 + 323) / 1375 = 0.747 LOS = C

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

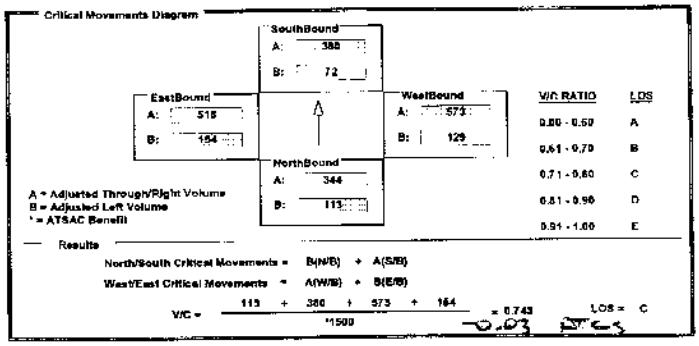
AM/PM: PM Comments: INT# 108

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	134	97	72	238	72	129	1148	55	154	1036	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	134	97	72	236	72	129	1148	55	154	1036	118
LANE	1 0 0 1 0 0			0 0 0 1 0 0			1 0 2 0 0 1 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



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 = (113 + 388 + 573 + 154) / 1500 = 0.743 LOS = C

0.03

0713

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

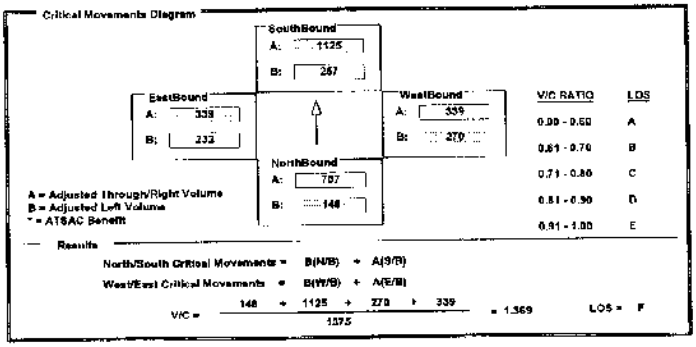
AM/PM: PM Comments: INT# 109

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	1414	146	257	2016	234	270	598	80	232	595	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1414	146	257	2016	234	270	598	80	232	595	79
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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (148 + 1125 + 270 + 339) / 1375 = 1.369 LOS = F

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

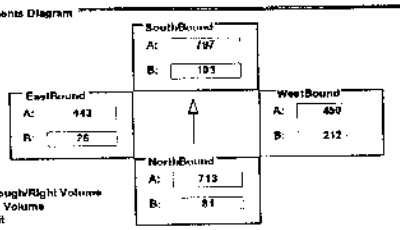
AM/PM: PM Comments: INT# 110

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	559	154	103	797	51	212	450	104	26	443	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	559	154	103	797	51	212	450	104	26	443	99
LANE	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	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



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)

$$V/C = \frac{81 + 797 + 212 + 443}{1500} = 1.022 \qquad LOS = F$$

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NELSON WAY W/E: OCEAN PARK BL I/S No: 99314

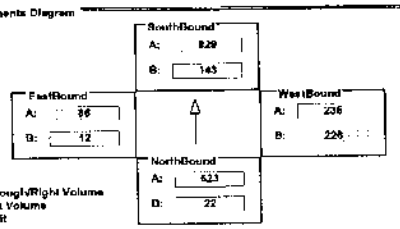
AM/PM: PM Comments: INT# 111

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	1108	138	143	1312	346	226	125	110	12	74	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	1108	138	143	1312	346	226	125	110	12	74	23
LANE	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	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



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)

$$V/C = \frac{22 + 829 + 226 + 36}{1500} = 0.775 \qquad LOS = C$$

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

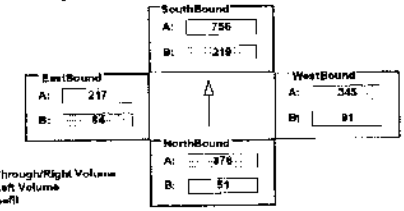
AM/PM: PM Comments: INT# 112

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	51	1512	239	398	1440	71	91	97	592	84	180	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1512	239	398	1440	71	91	97	592	84	180	37
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Pret-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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)

$$V/C = \frac{876 + 219 + 345 + 84}{1425} = 1.069 \qquad LOS = F$$

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

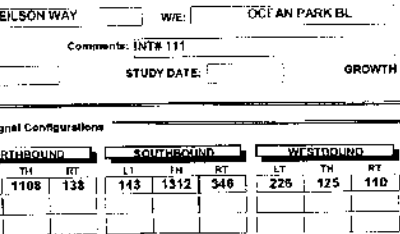
AM/PM: PM Comments: INT# 113

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	824	0	253	0	226	622	291	227	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	824	0	253	0	226	622	291	227	0
LANE	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: <none>				

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)

$$V/C = \frac{0 + 463 + 226 + 291}{1600} = 0.647 \qquad LOS = B$$

Developed by Chun Wong, 12PM

2010PM

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

AM/PM: PM Comments: INT# 114

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	1002	204	522	1014	64	272	140	634	51	113	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1002	204	522	1014	64	272	140	634	51	113	64
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 535 B: 287

EastBound A: 177 B: 51

WestBound A: 490 B: 206

NorthBound A: 603 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 = A(W/B) + A(E/B)

V/C = (603 + 287 + 490 + 177) / 1375 = 1.132 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

AM/PM: PM Comments: INT# 115

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	44	127	237	416	151	263	249	1464	158	235	1263	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	127	237	416	151	263	249	1464	158	235	1263	38
LANE	0	1	0	0	1	0	0	1	0	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: 263 B: 416

EastBound A: 651 B: 235

WestBound A: 819 B: 249

NorthBound A: 237 B: 44

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 = (237 + 416 + 819 + 235) / 1500 = 1.152 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

AM/PM: PM Comments: INT# 116

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	567	884	630	750	0	1239	0	529	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	567	884	630	750	0	1239	0	529	0	0	0
LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 250 B: 630

EastBound A: 0 B: 0

WestBound A: 0 B: 681

NorthBound A: 284 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 = (284 + 630 + 681 + 0) / 1425 = 1.119 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

AM/PM: PM Comments: INT# 117

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	125	340	402	219	406	63	347	505	86	31	538	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	340	402	219	406	63	347	505	86	31	538	123
LANE	1	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
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: 235 B: 219

EastBound A: 331 B: 31

WestBound A: 296 B: 347

NorthBound A: 402 B: 125

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 = (402 + 219 + 347 + 331) / 1379 = 0.945 LOS = E

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NELSON WAY W/E: PICO BL I/S No: 99516

AM/PM: PM Comments: INT# 118

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	1030	179	293	1577	47	316	130	241	95	175	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	1030	179	293	1577	47	316	130	241	95	175	49
LANE	1	0	2	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 812 B: 181
EastBound A: 112 B: 95
WestBound A: 139 B: 316
NorthBound A: 816 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 = B(W/B) + A(E/B)

V/C = (28 + 812 + 316 + 112) / 1425 = 0.888 LOS = D

Developed by Chun Wong 12PM

2010PM

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

AM/PM: PM Comments: INT# 119

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	168	2870	86	82	3651	63	274	91	245	65	56	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	2870	86	82	3651	63	274	91	245	65	56	105
LANE	1	0	3	0	1	0	3	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 929 B: 82
EastBound A: 151 B: 65
WestBound A: 264 B: 274
NorthBound A: 739 B: 168

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	F

Results

North/South Critical Movements = B(N/B) + A(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

V/C = (168 + 929 + 274 + 151) / 1425 = 1.075 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

AM/PM: PM Comments: INT# 120

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	247	2288	203	209	3435	217	381	211	408	332	135	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	2288	203	209	3435	217	381	211	408	332	135	190
LANE	1	0	4	0	1	0	1	0	3	0	1	0	0	1	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 813 B: 209
EastBound A: 190 B: 332
WestBound A: 303 B: 191
NorthBound A: 572 B: 247

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 = (247 + 813 + 303 + 332) / 1375 = 1.303 LOS = F

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

AM/PM: PM Comments: INT# 121

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	1632	150	383	3268	165	280	351	278	253	173	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1632	150	383	3268	165	280	351	278	253	173	64
LANE	1	0	2	0	1	0	0	2	0	3	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1088 B: 211
EastBound A: 119 B: 253
WestBound A: 351 B: 280
NorthBound A: 694 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 = (126 + 1088 + 351 + 253) / 1375 = 1.330 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

AM/PM: PM Comments: INT# 122

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	183	1569	155	263	3110	193	235	650	243	227	572	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1569	155	263	3110	193	235	650	243	227	572	193
LANE	1 0 2 0 1 0			2 0 2 0 1 0			1 0 2 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1101 B: 145
EastBound A: 286 B: 227
WestBound A: 325 B: 235
NorthBound A: 576 B: 183

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 = (183 + 1101 + 325 + 227) / 1375 = 1.335 LOS = F

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

AM/PM: PM Comments: INT# 123

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	1119	0	0	1451	76	0	0	0	161	0	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	1119	0	0	1451	76	0	0	0	161	0	192
LANE	1 0 2 0 0 0			0 0 1 0 1 0			0 0 0 0 0 0			1 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 764 B: 0
EastBound A: 192 B: 161
WestBound A: 0 B: 0
NorthBound A: 569 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 = A(W/B) + A(E/B)

V/C = (145 + 764 + 0 + 192) / 1500 = 0.664 LOS = B

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2634

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

AM/PM: PM Comments: INT# 124

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	146	1348	202	155	1933	85	365	496	121	224	459	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1348	202	155	1933	85	365	496	121	224	459	144
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			2 0 1 0 1 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: Auto	

Critical Movements Diagram

SouthBound A: 1009 B: 156
EastBound A: 230 B: 224
WestBound A: 309 B: 291
NorthBound A: 776 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 = A(W/B) + B(E/B)

V/C = (146 + 1009 + 309 + 224) / 1375 = 1.228 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

AM/PM: PM Comments: INT# 125

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	926	272	204	631	0	468	0	453	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	926	272	204	631	0	468	0	453	0	0	0
LANE	0 0 2 0 1 0			1 0 2 0 0 0			1 0 0 0 1 1			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 316 B: 204
EastBound A: 0 B: 0
WestBound A: 205 B: 307
NorthBound A: 463 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 = (463 + 204 + 307 + 0) / 1425 = 0.644 LOS = B

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99315

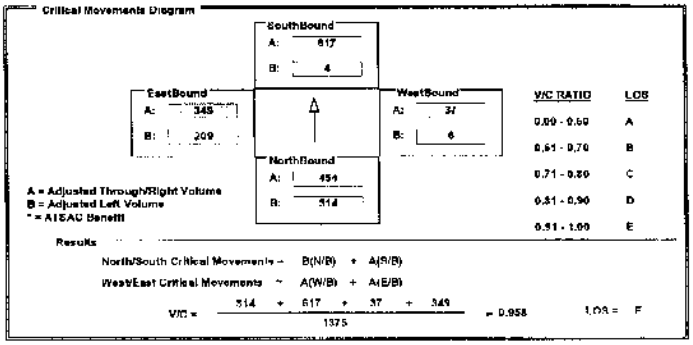
AM/PM: PM Comments: INT# 126

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	570	903	4	4	1234	199	6	31	27	209	4	694
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	903	4	4	1234	199	6	31	27	209	4	694
LANE	2	0	1	0	1	0	0	1	0	2	0	0	1	0	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (514 + 617 + 37 + 349) / 1375 = 0.958 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

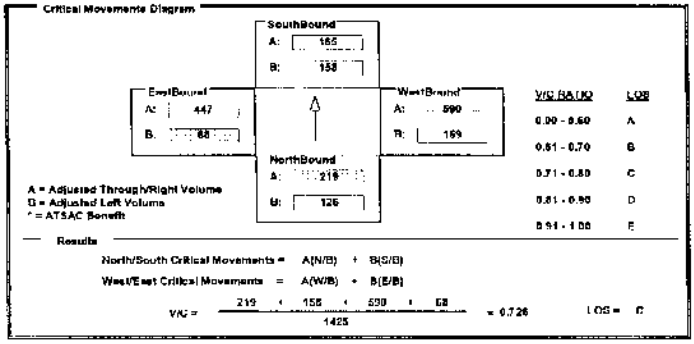
AM/PM: PM Comments: INT# 127

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	309	129	158	299	71	169	983	186	68	588	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	309	129	158	299	71	169	983	186	68	588	208
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (219 + 165 + 590 + 68) / 1425 = 0.726 LOS = C

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

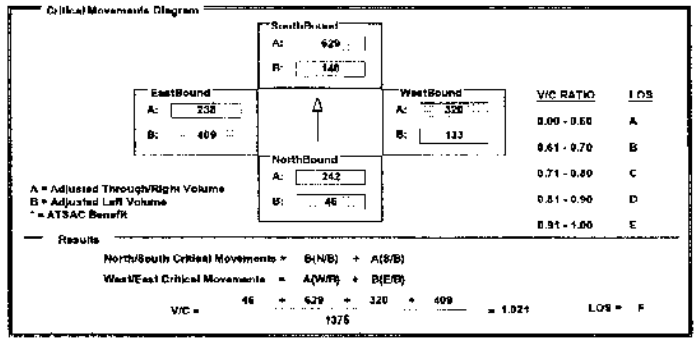
AM/PM: PM Comments: INT# 128

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	433	50	140	750	508	133	519	120	409	433	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	433	50	140	750	508	133	519	120	409	433	43
LANE	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (46 + 629 + 320 + 409) / 1375 = 1.021 LOS = F

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

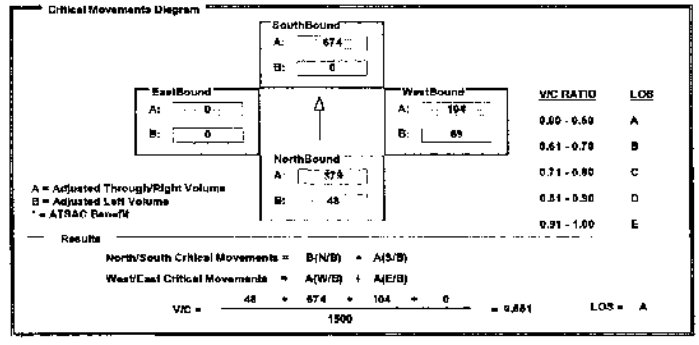
AM/PM: PM Comments: INT# 129

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	379	0	0	674	21	69	35	100	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	379	0	0	674	21	69	35	100	0	0	0
LANE	1	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (48 + 674 + 104 + 0) / 1500 = 0.881 LOS = A

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

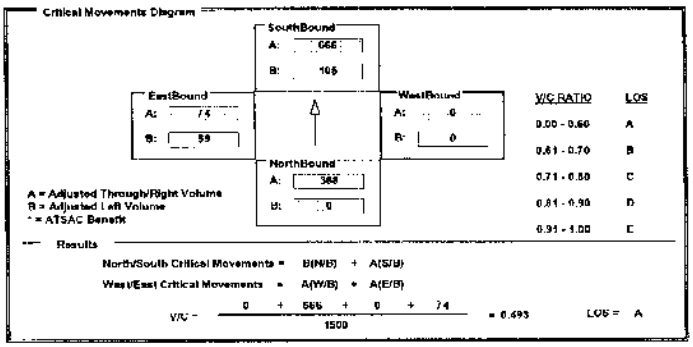
AM/PM: PM Comments: INT# 130

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	368	115	105	666	0	0	0	0	59	7	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	368	115	105	666	0	0	0	0	59	7	74
LANE	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 666 + 0 + 74) / 1500 = 0.493 LOS = A

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

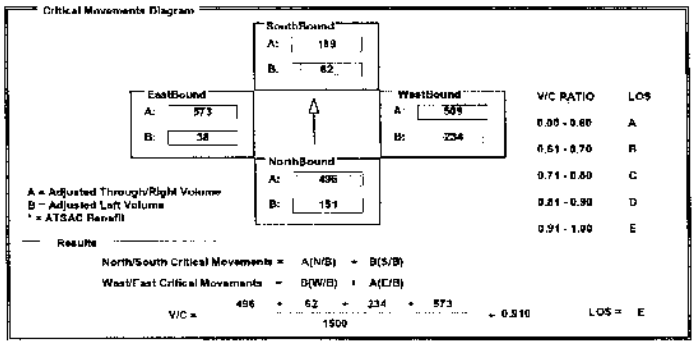
AM/PM: PM Comments: INT# 131

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	496	369	62	363	15	234	1018	101	38	1146	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	496	369	62	363	15	234	1018	101	38	1146	167
LANE	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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (496 + 62 + 234 + 573) / 1500 = 0.910 LOS = E

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

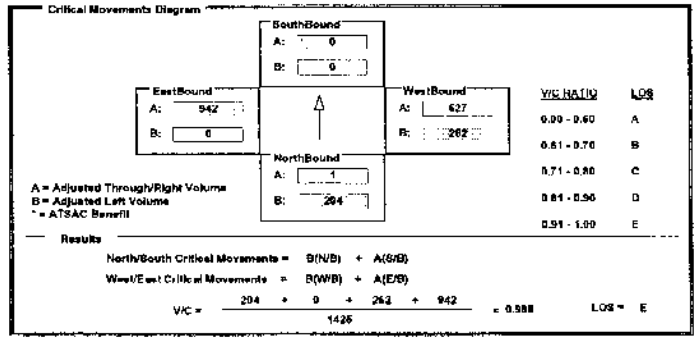
AM/PM: PM Comments: INT# 132

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	204	0	132	0	0	0	282	1253	0	0	1695	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	204	0	132	0	0	0	282	1253	0	0	1695	188
LANE	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (204 + 0 + 282 + 942) / 1425 = 0.988 LOS = E

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

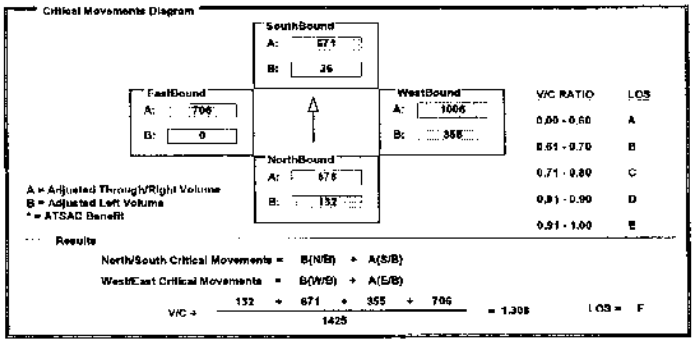
AM/PM: PM Comments: INT# 133

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	132	452	176	26	645	35	355	968	38	0	1120	291
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	452	176	26	645	35	355	968	38	0	1120	291
LANE	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (132 + 671 + 355 + 706) / 1425 = 1.308 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: PICO BL | I/S No: 99302

AM/PM: PM | Comments: INT# 134

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	311	109	351	504	621	88	751	153	417	1233	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	311	109	351	504	621	88	751	153	417	1233	27
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	1	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: 505 B: 351

EastBound A: 630 B: 229

WestBound A: 452 B: 88

NorthBound A: 210 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 = B(N/B) + A(S/B)

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

V/C = (81 + 505 + 88 + 630) / 1425 = 0.916 LOS = E

Developed by Chen Wang 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: OCEAN PARK BL | I/S No: 99304

AM/PM: PM | Comments: INT# 135

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	288	0	211	0	943	162	118	1174	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	288	0	211	0	943	162	118	1174	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	1	0	0	1	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 211 B: 288

EastBound A: 941 B: 118

WestBound A: 472 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 = (0 + 288 + 0 + 941) / 1500 = 0.819 LOS = D

Developed by Chen Wang 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST | W/E: WILSHIRE BL | I/S No: 99284

AM/PM: PM | Comments: INT# 136

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	621	166	103	535	96	151	1414	223	139	1386	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	621	166	103	535	96	151	1414	223	139	1386	89
LANE	1	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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 216 B: 403

EastBound A: 738 B: 139

WestBound A: 819 B: 151

NorthBound A: 394 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 = A(N/B) + B(S/B)

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

V/C = (394 + 403 + 819 + 139) / 1500 = 0.970 LOS = E

Developed by Chen Wang 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST | W/E: COLORADO AV | I/S No: 99286

AM/PM: PM | Comments: INT# 137

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	197	712	172	187	931	75	318	542	98	147	443	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	712	172	187	931	75	318	542	98	147	443	333
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	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: OLA				

Critical Movements Diagram

SouthBound A: 503 B: 187

EastBound A: 222 B: 147

WestBound A: 320 B: 318

NorthBound A: 442 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 = B(N/B) + A(S/B)

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

V/C = (197 + 503 + 318 + 222) / 1275 = 0.952 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: I-10 EB ON RAMP | I/S No: 99298

AM/PM: PM | Comments: INT# 138

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	422	708	1606	1485	21	0	0	0	0	0	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	422	708	1606	1485	21	0	0	0	0	0	188
LANE	0	0	2	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Prot-Fix		Auto	<none>		<none>	Split		Free

Critical Movements Diagram

SouthBound A: 753 B: 883

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 708 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 = (708 + 883 + 0 + 0) / 1425 = 1.116 LOS = F

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: I-10 WB OFF RAMP | I/S No: 99300

AM/PM: PM | Comments: INT# 139

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	436	0	0	2606	0	698	0	1321	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	436	0	0	2606	0	698	0	1321	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		<none>	Perm		<none>	Split		Auto	<none>		<none>

Critical Movements Diagram

SouthBound A: 652 B: 0

EastBound A: 0 B: 0

WestBound A: 727 B: 384

NorthBound A: 218 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 = (0 + 652 + 727 + 0) / 1600 = 0.919 LOS = E

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST | W/E: CENTINELA AV | I/S No: 99187

AM/PM: PM | Comments: INT# 140

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	89	67	58	104	79	61	61	941	18	102	1403	275
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	67	58	104	79	61	61	941	18	102	1403	275
LANE	0	0	0	1	0	0	0	0	0	1	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: 244 B: 104

EastBound A: 539 B: 102

WestBound A: 480 B: 61

NorthBound A: 214 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 = (89 + 244 + 61 + 539) / 1500 = 0.752 LOS = C

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR | W/E: CENTINELA AV | I/S No: 99190

AM/PM: PM | Comments: INT# 141

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	0	23	28	0	83	39	1170	40	105	1746	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	28	0	83	39	1170	40	105	1746	56
LANE	1	0	0	0	1	0	1	0	0	0	1	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: 83 B: 28

EastBound A: 961 B: 105

WestBound A: 605 B: 39

NorthBound A: 23 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 = B(N/B) + A(S/B)

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

V/C = (27 + 83 + 39 + 961) / 1500 = 0.700 LOS = B

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL RAMP W/E: CULVER BL (SOUTHEAST) I/S No: 99412

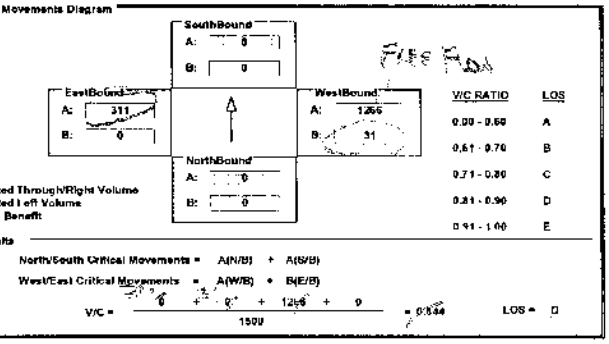
AM/PM: PM Comments: INT# 142

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	680	0	0	0	31	1266	0	0	621	517
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	680	0	0	0	31	1266	0	0	621	517
LANE	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Free	<none>		<none>	Perm		<none>	Perm		Free

Critical Movements Diagram



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 = (0 + 0 + 1266 + 9) / 1500 = 0.844 LOS = D

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

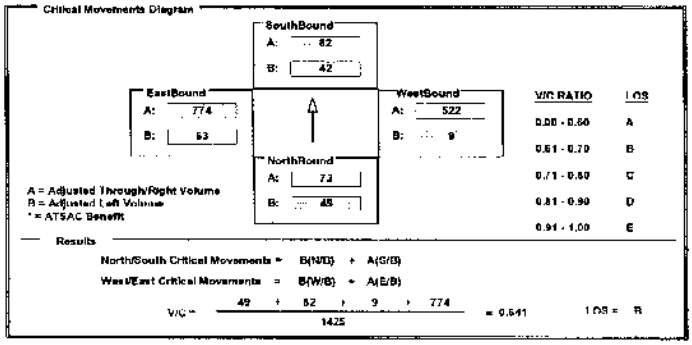
AM/PM: PM Comments: INT# 143

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	49	4	19	42	3	37	9	1546	19	63	2206	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	4	19	42	3	37	9	1546	19	63	2205	115
LANE	0	0	0	1	0	0	0	0	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	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



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 = (49 + 82 + 9 + 774) / 1425 = 0.641 LOS = B

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

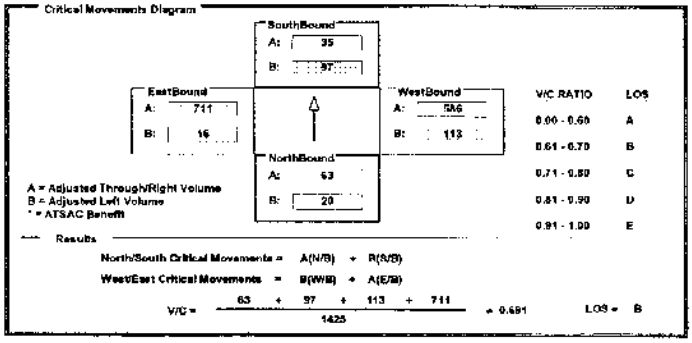
AM/PM: PM Comments: INT# 144

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	15	48	97	35	21	113	1379	178	16	2118	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	15	48	97	35	21	113	1379	178	16	2118	16
LANE	1	0	0	1	0	0	1	0	1	0	1	0	1	0	2	0	1	0	1	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



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 = (63 + 97 + 113 + 711) / 1425 = 0.691 LOS = B

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

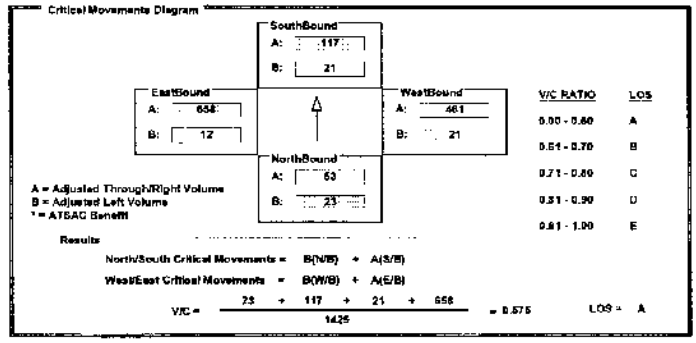
AM/PM: PM Comments: INT# 145

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	23	0	30	21	0	123	21	1382	15	21	1918	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	30	21	0	123	21	1382	15	21	1918	57
LANE	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



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 = (23 + 117 + 21 + 658) / 1425 = 0.575 LOS = A

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

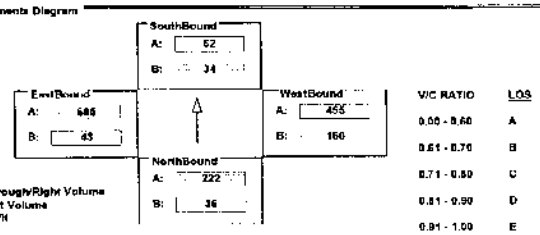
AM/PM: PM Comments: INT# 146

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	8	222	34	11	17	160	1352	13	43	1972	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	8	222	34	11	17	160	1352	13	43	1972	83
LANE	0 1 0	0 0 1		0 0 0	1 0 0		1 0 2	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (222 + 34 + 160 + 685) / 1500 = 0.734 LOS = C

Developed by Chan Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

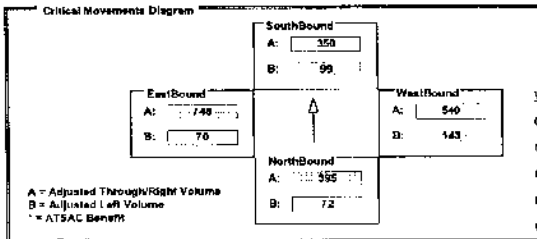
AM/PM: PM Comments: INT# 147

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	72	149	174	99	251	35	143	1500	120	70	2114	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	149	174	99	251	35	143	1500	120	70	2114	132
LANE	0 0 0	1 0 0		0 1 0	0 0 1		1 0 2	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (395 + 99 + 143 + 749) / 1375 = 1.098 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99254

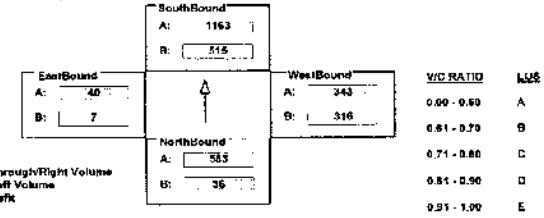
AM/PM: PM Comments: INT# 148

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	768	181	515	1083	80	316	27	156	7	31	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	768	181	515	1083	80	316	27	156	7	31	2
LANE	0 1 0	0 1 0		0 1 0	0 1 0		0 1 0	0 0 1		0 0 0	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (36 + 1163 + 343 + 40) / 1375 = 1.081 LOS = F

Developed by Chan Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

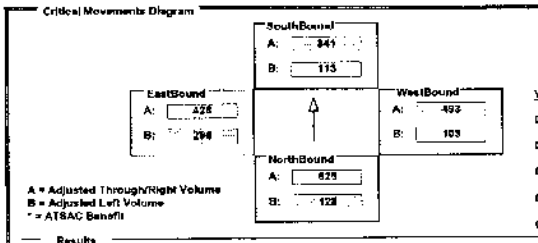
AM/PM: PM Comments: INT# 149

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	128	387	238	113	952	277	103	714	271	296	702	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	387	238	113	952	277	103	714	271	296	702	153
LANE	0 1 0	0 1 0		0 1 0	0 1 0		0 1 0	0 1 0		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



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 = (128 + 841 + 493 + 296) / 1500 = 1.102 LOS = F

1272

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

AM/PM: PM Comments: INT# 150

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	120	632	196	106	969	63	202	972	86	48	972	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	632	196	106	969	63	202	972	86	48	972	106
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 0 1	0 1 0	1 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: 726 B: 106

EastBound A: 540 B: 48

WestBound A: 529 B: 202

NorthBound A: 774 B: 120

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 = (774 + 106 + 202 + 540) / *1500 = 1.011 LOS = F

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

AM/PM: PM Comments: INT# 151

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	851	0	0	1293	0	368	0	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	851	0	0	1293	0	368	0	32	0	0	0
LANE	0 0 2	0 0 0	0 0 0	0 0 2	0 0 0	0 0 0	1 0 0	0 0 0	0 0 1	0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto						

Critical Movements Diagram

SouthBound A: 647 B: 0

EastBound A: 0 B: 0

WestBound A: 199 B: 199

NorthBound A: 426 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 = (0 + 647 + 199 + 0) / *1500 = 0.494 LOS = A

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99168

AM/PM: PM Comments: INT# 152

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	72	350	86	161	759	221	90	362	162	104	197	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	350	86	161	759	221	90	362	162	104	197	135
LANE	1 0 1	0 1 0	0 0 0	1 0 1	0 1 0	0 0 0	0 0 1	0 1 0	0 0 0	1 0 0	0 1 0	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: 490 B: 161

EastBound A: 332 B: 104

WestBound A: 514 B: 98

NorthBound A: 218 B: 72

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 = (72 + 490 + 514 + 104) / *1500 = 0.783 LOS = C

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

AM/PM: PM Comments: INT# 153

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	221	1044	119	85	1550	118	95	291	65	51	217	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	1044	119	85	1550	118	95	291	65	51	217	138
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 1 0	0 0 0	0 0 1	0 1 0	0 0 0	0 0 1	0 0 0	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: 834 B: 85

EastBound A: 456 B: 51

WestBound A: 451 B: 95

NorthBound A: 662 B: 221

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 = (221 + 834 + 451 + 51) / *1500 = 0.968 LOS = E

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

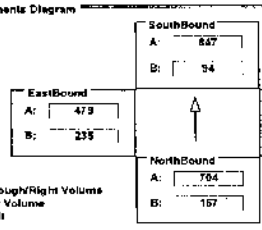
AM/PM: PM Comments: INT# 154

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	1326	81	94	1430	264	102	855	179	235	798	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1326	81	94	1430	264	102	855	179	235	798	159
LANE	1 0 1	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



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 = (167 + 847 + 517 + 235) / *1600 = 1.107 LOS = F

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2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

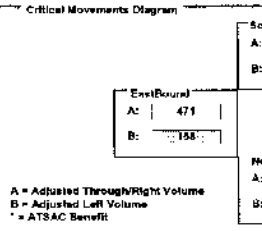
AM/PM: PM Comments: INT# 155

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	195	1153	97	62	1385	141	191	940	135	156	768	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1153	97	62	1385	141	191	940	135	156	768	174
LANE	1 0 1	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



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 = (195 + 753 + 538 + 156) / *1600 = 1.076 LOS = F

Developed by Crain Wang, 12/98

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

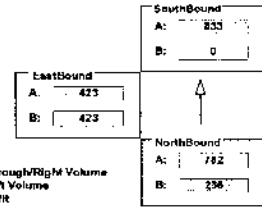
AM/PM: PM Comments: INT# 156

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	1564	0	0	1666	240	0	0	0	630	0	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1564	0	0	1666	240	0	0	0	630	0	215
LANE	1 0 2	0 0 0		0 0 2	0 0 1	0	0 0 0	0 0 0		1 0 0	0 0 1	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (236 + 833 + 0 + 423) / *1425 = 0.977 LOS = E

Developed by Crain Wang, 1/2/98

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99246

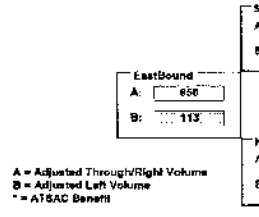
AM/PM: PM Comments: INT# 157

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	1140	225	112	1307	151	444	2374	212	206	1949	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1140	225	112	1307	151	444	2374	212	206	1949	214
LANE	1 0 2	0 1 0		1 0 2	0 0 1	0	2 0 3	0 0 1	0	2 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (174 + 654 + 791 + 113) / *1425 = 1.146 LOS = F

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2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

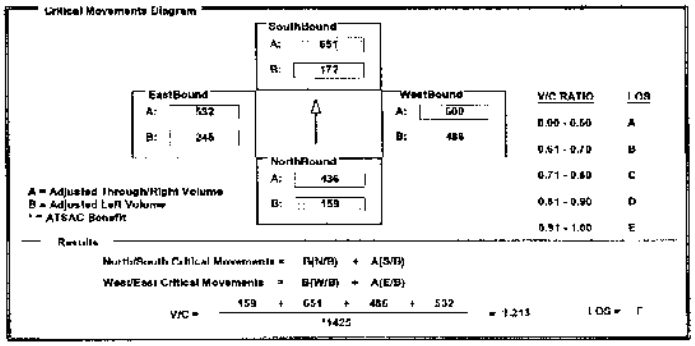
AM/PM: AM Comments: INT# 158

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	159	872	367	172	1302	213	486	998	202	245	1064	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	872	367	172	1302	213	486	998	202	245	1064	148
LANE	1 0 2	0	0 1 0	1 0 2	0	0 1 0	1 0 1	0	1 0 0	1 0 2	0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (159 + 651 + 486 + 532) / 1425 = 1.213 LOS = F

Developed by Chun Wong, 12PM

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

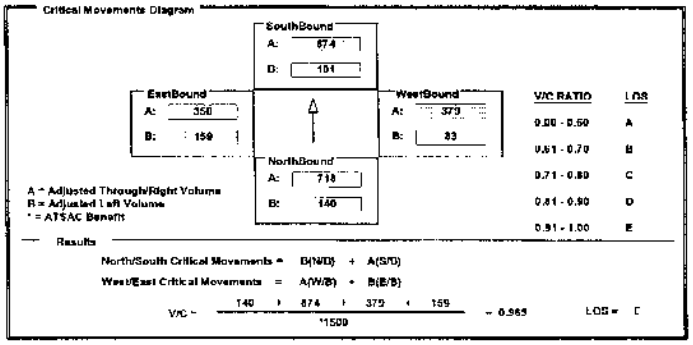
AM/PM: PM Comments: INT# 159

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	1372	83	101	1650	97	83	214	82	159	152	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1372	83	101	1650	97	83	214	82	159	152	39
LANE	1 0 1	0	1 0 0	1 0 1	0	1 0 0	1 0 1	0	1 0 0	0 0 0	1	0 0 0	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



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 = (140 + 874 + 379 + 159) / 1500 = 0.965 LOS = E

Developed by Chun Wong, 12PM

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

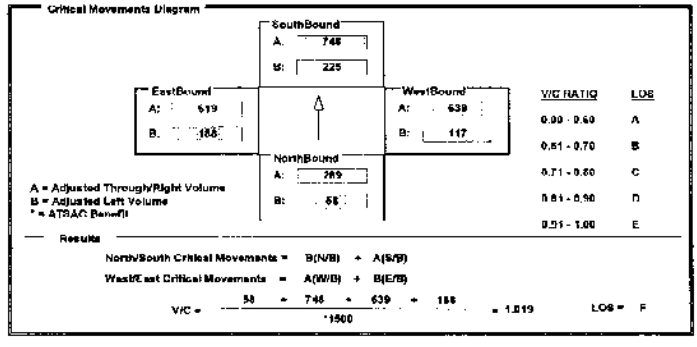
AM/PM: PM Comments: INT# 160

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	58	514	63	225	748	485	117	1728	190	188	1819	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	514	63	225	748	485	117	1728	190	188	1819	38
LANE	1 0 1	0	1 0 0	1 0 1	0	0 1 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



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 = (58 + 748 + 639 + 188) / 1500 = 1.819 LOS = F

Developed by Chun Wong, 12PM

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

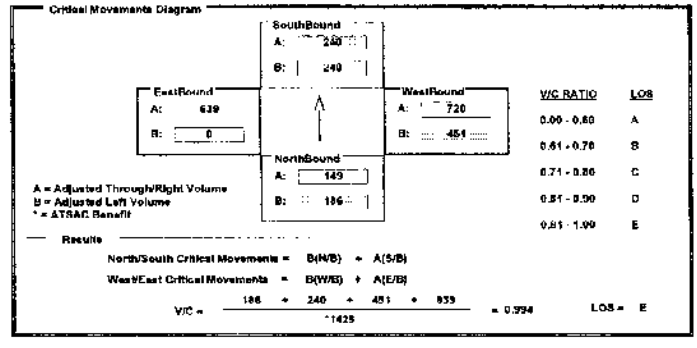
AM/PM: PM Comments: INT# 161

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	61	682	362	52	66	451	2159	268	0	1916	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	61	682	362	52	66	451	2159	268	0	1916	56
LANE	1 0 1	0	0 2 0	1 0 0	1	0 0 0	1 0 3	0	1 0 0	1 0 3	0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (186 + 240 + 451 + 639) / 1425 = 0.994 LOS = E

Developed by Chun Wong, 12PM

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV | W/E: WASHINGTON BL | I/S No: 99274

AM/PM: PM | Comments: INT# 162

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	178	0	556	0	1114	264	337	1242	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	178	0	556	0	1114	264	337	1242	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 387 B: 178

EastBound A: 621 B: 337

WestBound A: 689 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 = (0 + 387 + 689 + 337) / *1425 = 0.922 LOS = E

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: NATIONAL BL | I/S No: 99154

AM/PM: PM | Comments: INT# 163

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	823	0	0	0	583	398	0	0	784	426
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	823	0	0	0	583	398	0	0	784	426
LANE	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 805 B: 0

WestBound A: 327 B: 327

NorthBound A: 453 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 = (453 + 0 + 327 + 805) / *1500 = 0.853 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: RODEO RD | I/S No: 99156

AM/PM: PM | Comments: INT# 164

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	95	862	787	386	684	23	486	343	39	11	359	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	862	787	386	684	23	486	343	39	11	359	80
LANE	1	0	2	0	0	0	1	0	2	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 342 B: 386

EastBound A: 191 B: 11

WestBound A: 343 B: 267

NorthBound A: 431 B: 95

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 = (431 + 386 + 343 + 191) / *1425 = 0.878 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: DIQUE SNL AV | I/S No: 99236

AM/PM: PM | Comments: INT# 165

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	407	1403	32	39	1020	260	30	44	31	430	78	344
AMBIENT												
RELATED												
PROJECT												
TOTAL	407	1403	32	39	1020	260	30	44	31	430	78	344
LANE	1	0	1	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 518 B: 39

EastBound A: 422 B: 458

WestBound A: 44 B: 30

NorthBound A: 718 B: 407

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

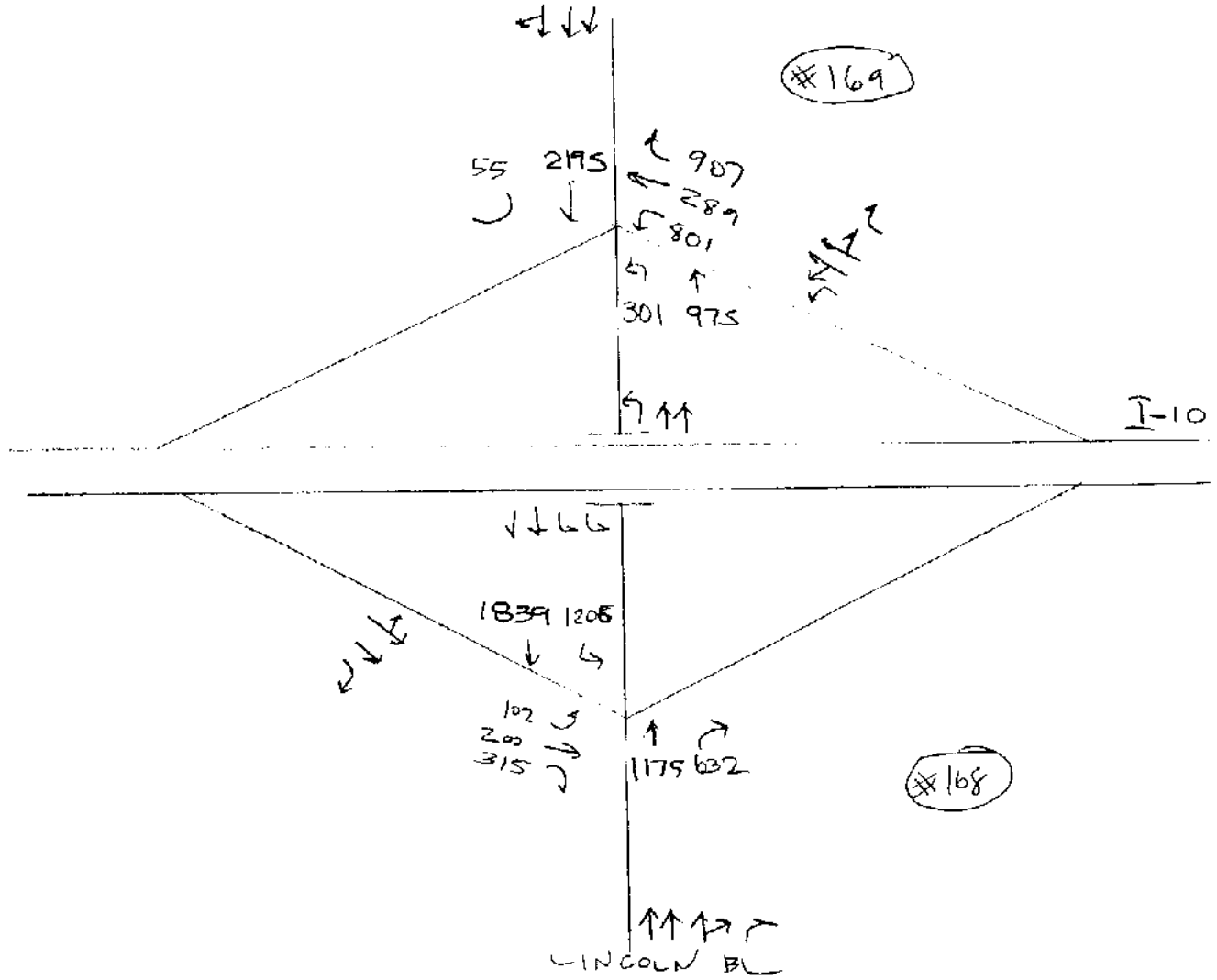
Results

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

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

V/C = (407 + 518 + 44 + 430) / 1425 = 0.976 LOS = E

Developed by Chun Wong, 1994



2010 BASE
PM PEAK HOUR

#168 NB CRITICAL = 301 or (1175 − 301 + 632)/3 = 502
SB CRITICAL = 1205 X 0.55 = 663 or 1839/2 = 920
EB CRITICAL = (102 + 200)/2 = 151 or 315

$$\frac{502+663+315}{1425} = 1.039 \text{ LOS F}$$

#169 NB CRITICAL = 301 or 975/2 = 488
SB CRITICAL = 663 or (2195 − 663 + 55)/2 = 794
WB CRITICAL = (801 + 144)/2 = 473 OR (907 + 145)/2 = 526

$$\frac{301+794+526}{1425} = 1.138 \text{ LOS F}$$

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: PM Comments: INT# 166

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	2142	253	208	1895	0	351	0	266	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2142	253	208	1895	0	351	0	266	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	0	1	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: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 948 B: 114

EastBound A: 0 B: 0

WestBound A: 149 B: 205

NorthBound A: 714 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 = (0 + 948 + 205 + 0) / *1425 = 0.740 LOS = C

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: PM Comments: INT# 167

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	3	0	14	11	0	329	12	1227	94	393	1255	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	14	11	0	329	12	1227	94	393	1255	24
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	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: 340 B: 11

EastBound A: 540 B: 393

WestBound A: 597 B: 12

NorthBound A: 17 B: 3

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 = (3 + 340 + 597 + 393) / 1500 = 0.955 LOS = E

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20580

AM/PM: PM Comments: INT# 171

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	65	360	101	306	665	68	164	581	289	15	667	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	360	101	306	665	68	164	581	289	15	667	33
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	2	0	0	1	0	1	0	2	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: 733 B: 306

EastBound A: 334 B: 16

WestBound A: 291 B: 164

NorthBound A: 360 B: 65

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	F

Results

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

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

V/C = (65 + 733 + 164 + 334) / *1500 = 0.784 LOS = C

0.784 A

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

AM/PM: PM Comments: INT# 172

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	266	811	261	142	475	64	71	994	112	19	1321	72
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	811	261	142	475	64	71	994	112	19	1321	72
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	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: 270 B: 142

EastBound A: 661 B: 19

WestBound A: 497 B: 71

NorthBound A: 535 B: 266

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 = (535 + 142 + 71 + 661) / *1500 = 0.878 LOS = D

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 E/B ON-RAMP I/S No: 99346

AM/PM: PM Comments: INT# 173

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	986	1115	743	1667	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	986	1115	743	1667	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 934 B: 743

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1115 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 = +

V/C = (1115 + 743 + + +) / *1500 = 1.169 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: PM Comments: INT# 174

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	218	1018	23	36	1418	359	46	331	17	271	316	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	1018	23	36	1418	359	46	331	17	271	316	210
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA				

Critical Movements Diagram

SouthBound A: 473 B: 36

EastBound A: 316 B: 149

WestBound A: 348 B: 46

NorthBound A: 347 B: 218

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 = (218 + 473 + 348 + 149) / *1375 = 0.794 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: PM Comments: INT# 175

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	201	1180	44	311	1225	267	61	733	221	215	1058	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	1180	44	311	1225	267	61	733	221	215	1058	282
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	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: 745 B: 311

EastBound A: 529 B: 215

WestBound A: 477 B: 61

NorthBound A: 612 B: 281

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 = (201 + 745 + 477 + 215) / 1375 = 1.192 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: PM Comments: INT# 176

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	143	77	602	180	0	123	0	1192	102	44	1031	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	77	602	180	0	123	0	1192	102	44	1031	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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 79 B: 101

EastBound A: 344 B: 44

WestBound A: 431 B: 0

NorthBound A: 331 B: 79

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 = (331 + 101 + 431 + 44) / *1375 = 0.596 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

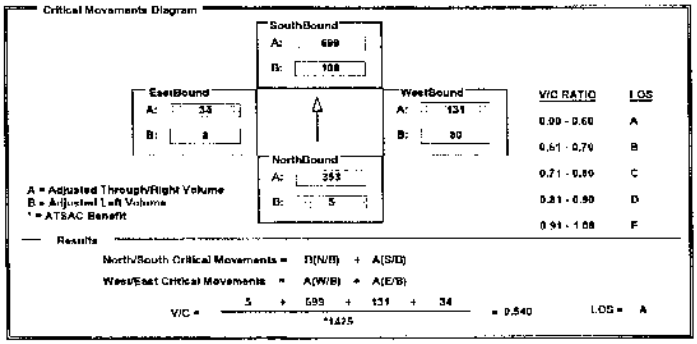
AM/PM: PM Comments: INT# 177

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	5	493	213	108	1392	6	151	9	131	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	493	213	108	1392	6	151	9	131	8	12	14
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (5 + 699 + 131 + 34) / *1425 = 0.540 LOS = A

Developed by Chun Wong, 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

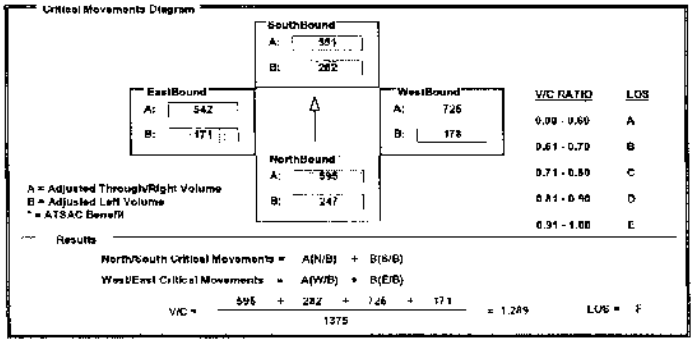
AM/PM: PM Comments: INT# 178

COUNT DATE: ATHRY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	247	1786	161	282	1516	138	178	1320	130	171	1007	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	1786	161	282	1516	138	178	1320	130	171	1007	77
LANE	1	0	3	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (595 + 282 + 726 + 171) / 1375 = 1.289 LOS = F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

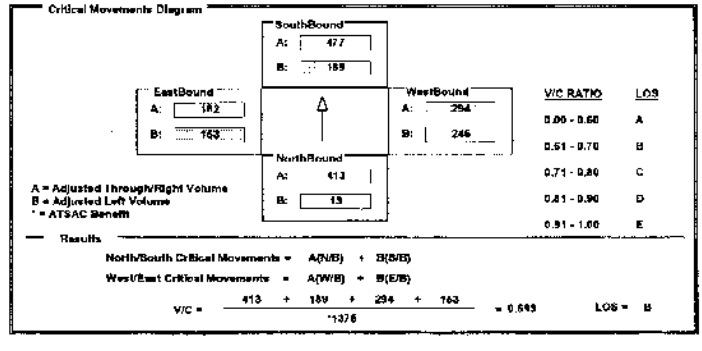
AM/PM: PM Comments: INT# 179

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	13	651	588	343	928	28	447	580	8	153	533	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	651	588	343	928	28	447	580	8	153	533	14
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (413 + 189 + 294 + 163) / *1376 = 0.669 LOS = B

Developed by Chun Wong, 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

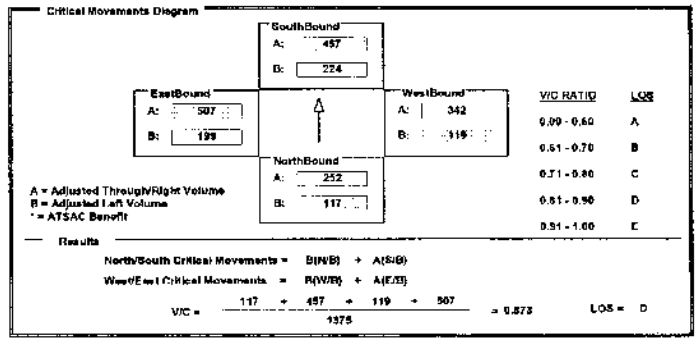
AM/PM: PM Comments: INT# 180

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	117	705	50	224	1198	172	119	818	208	199	1247	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	705	50	224	1198	172	119	818	208	199	1247	274
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (117 + 457 + 119 + 507) / 1375 = 0.873 LOS = D

Developed by Chun Wong, 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

AM/PM: PM Comments: INT# 181

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	0	285	0	0	0	0	382	249	0	1298	542
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	0	285	0	0	0	0	382	249	0	1298	542
LANE	1 0 0	0 0 0	0 1	0 0 0	0 0 0	0 0 0	0 0 2	0 1 1	0	0 0 2	0 1 1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 460 B: 0

WestBound A: 156 B: 0

NorthBound A: 285 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) + A(S/B)

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

V/C = (285 + 0 + 0 + 460) / 1500 = 0.497 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

AM/PM: PM Comments: INT# 182

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	249	0	489	0	0	0	628	990	0	0	1170	329
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	0	489	0	0	0	628	990	0	0	1170	329
LANE	2 0 0	0 0 1	0	0 0 0	0 0 0	0	1 0 2	0 0 0	0	0 0 2	0 0 1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 585 B: 0

WestBound A: 498 B: 528

NorthBound A: 175 B: 137

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 = (175 + 0 + 628 + 525) / *1425 = 0.904 LOS = E

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

AM/PM: PM Comments: INT# 183

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	65	238	277	144	875	0	0	1216	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	65	238	277	144	875	0	0	1216	147
LANE	0 0 0	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: 172 B: 65

EastBound A: 454 B: 0

WestBound A: 292 B: 79

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 = (0 + 172 + 79 + 454) / *1425 = 0.428 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

AM/PM: PM Comments: INT# 184

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	421	364	181	1225	11	246	9	144	8	6	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	421	364	181	1225	11	246	9	144	8	6	4
LANE	1 0 2	0 0 1	0	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 618 B: 181

EastBound A: 6 B: 8

WestBound A: 128 B: 128

NorthBound A: 369 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 = B(N/B) + A(S/B)

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

V/C = (7 + 618 + 128 + 6) / *1375 = 0.463 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

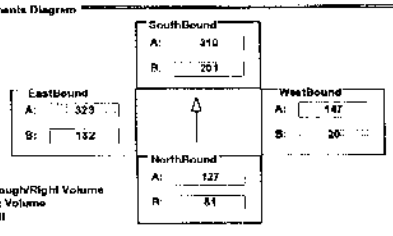
AM/PM: PM Comments: INT# 186

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	206	176	365	536	395	36	440	163	240	968	388
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	206	176	365	536	395	36	440	163	240	968	388
LANE	2	0	1	1	0	1	2	0	1	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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



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

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

Results

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

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

V/C = (84 + 310 + 20 + 329) / 1375 = 0.464 LOS = A

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

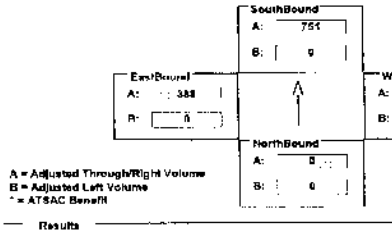
AM/PM: PM Comments: INT# 185

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	2064	0	0	2254	0	0	0	0	0	0	705
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2064	0	0	2254	0	0	0	0	0	0	705
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 754 + 0 + 388) / 1500 = 0.689 LOS = B

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

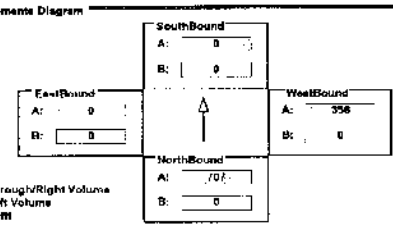
AM/PM: PM Comments: INT# 187

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	2120	0	0	1950	315	0	0	648	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2120	0	0	1950	315	0	0	648	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

V/C = (707 + 0 + 356 + 0) / 1500 = 0.639 LOS = B

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

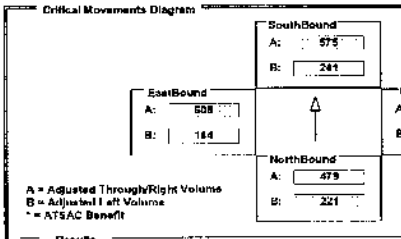
AM/PM: PM Comments: INT# 188

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	221	888	70	241	1149	194	140	763	187	184	968	248
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	888	70	241	1149	194	140	763	187	184	968	248
LANE	1	0	1	1	0	1	0	1	0	2	0	1	1	0	1	2	0	2	0	1	1	0	1	0	1	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



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

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

Results

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

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

V/C = (221 + 575 + 140 + 608) / 1375 = 1.123 LOS = F

Developed by Chun Wong, 12/94

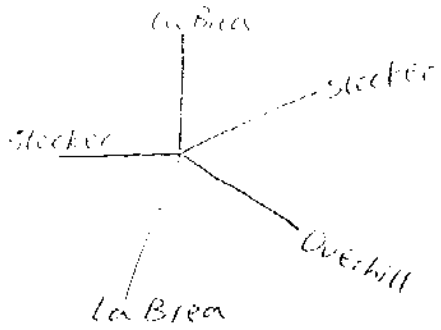
Intersection # 190

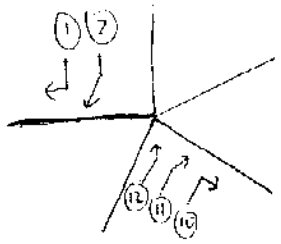
N/S STREET La Brea Av / Overhill Dr

E/W STREET Stocker St

Scenario 2010 BASE

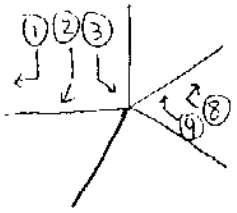
Peak Hour PM PEAK HOUR



① 

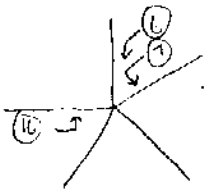
	NB	VOL	LNS	
(12)	T	1274	3	425
(11)	R	280	2	148
(10)	R	16	0	

	SB	VOL	LNS	
(2)	T	1546	2	773
(1)	R	626	Free Flow	

② 

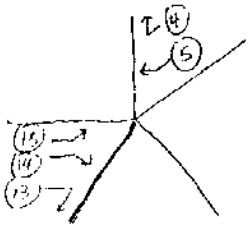
	WB	VOL	LNS	
(9)	T	403	2	202
(8)	R	69	1	69

	SB	VOL	LNS	
(3)	L	667	2	331
(2)	T	1546	2	773 - 425 = 348
(1)	R	626	Free Flow	

③ 

	EB	VOL	LNS	
(16)	L	668	2	334

	WB	VOL	LNS	
(7)		57	2	160
(6)		263		

④ 

	EB	VOL	LNS	
(15)	T	720	2	499
(14)	R	242		
(13)	R	36		

	WB	VOL	LNS	
(5)	T	432	2	216
(4)	R	21	1	21

CRITICAL MOVES 425 + 348 + 334 + 499 = 1606

VOLUME / CAPACITY 1606 / 1375 = 1.168

LOS: F

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

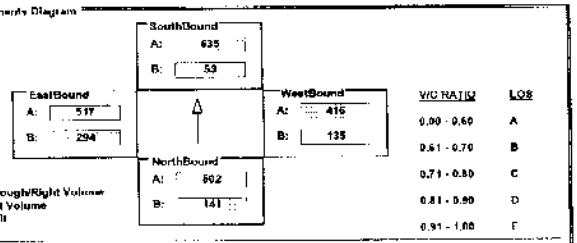
AM/PM: PM Comments: INT# 189

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	1341	165	53	1270	366	135	1195	53	294	1444	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1341	165	53	1270	366	135	1195	53	294	1444	108
LANE	1	0	2	0	1	0	0	1	0	2	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



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 = (141 + 635 + 416 + 294) / 1375 = 1.081 LOS = F

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

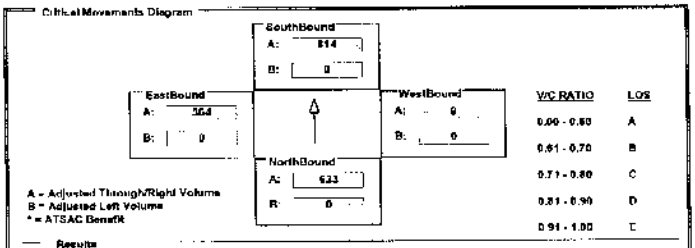
AM/PM: PM Comments: INT# 191

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	1869	0	0	1823	619	0	0	0	0	0	364
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1869	0	0	1823	619	0	0	0	0	0	364
LANE	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto

Critical Movements Diagram



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 = (0 + 814 + 0 + 364) / 1500 = 0.785 LOS = C

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

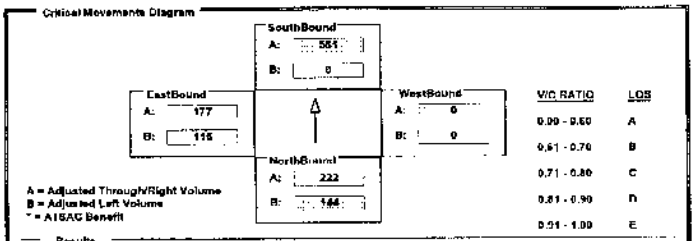
AM/PM: PM Comments: INT# 192

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	144	443	0	0	433	581	0	0	0	210	0	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	443	0	0	433	581	0	0	0	210	0	177
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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto

Critical Movements Diagram



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 = (144 + 561 + 0 + 177) / *1500 = 0.531 LOS = A

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

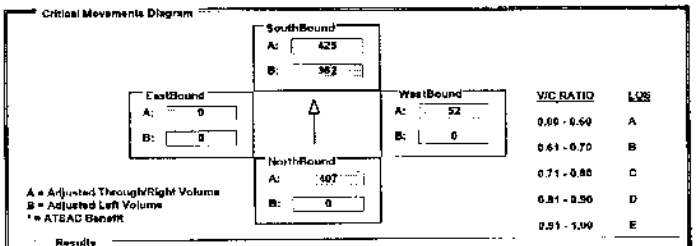
AM/PM: PM Comments: INT# 193

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	814	109	659	850	0	0	0	424	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	814	109	659	850	0	0	0	424	0	0	0
LANE	0	0	2	0	1	0	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram



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 = (497 + 362 + 52 + 0) / *1425 = 0.606 LOS = A

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

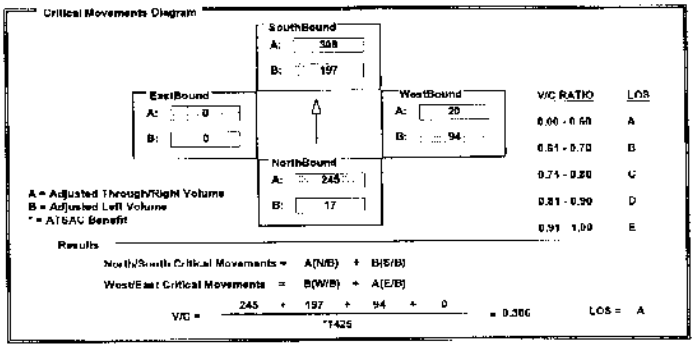
AM/PM: PM Comments: INT# 194

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	489	70	197	924	0	170	0	119	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	489	70	197	924	0	170	0	119	0	0	0
LANE	1	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (245 + 197 + 94 + 0) / 1425 = 0.386 LOS = A

Developed by Chun Wong 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

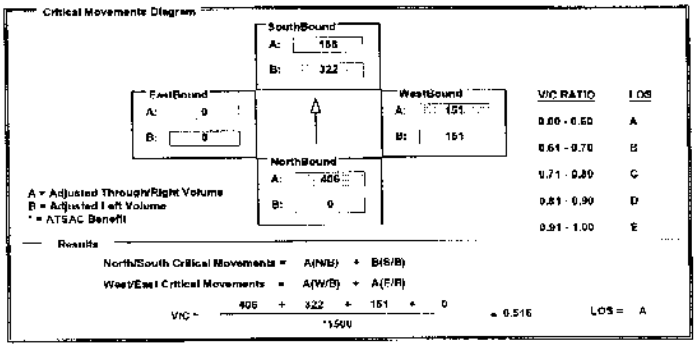
AM/PM: PM Comments: INT# 195

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	633	178	322	585	392	261	0	192	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	633	178	322	585	392	261	0	192	0	0	0
LANE	0	0	1	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (406 + 322 + 151 + 0) / 1500 = 0.516 LOS = A

Developed by Chun Wong 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

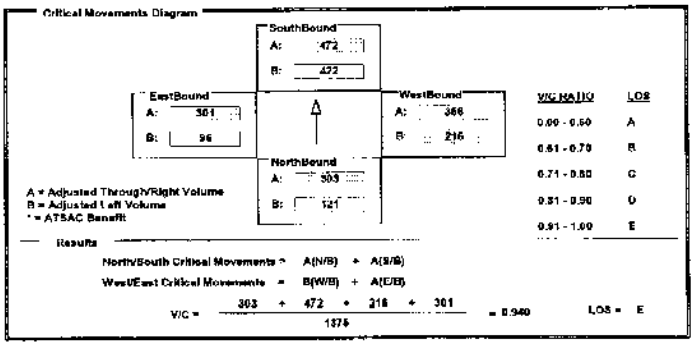
AM/PM: PM Comments: INT# 196

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	121	399	206	422	944	118	392	965	104	96	854	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	399	206	422	944	118	392	965	104	96	854	48
LANE	1	0	1	0	1	0	1	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (303 + 472 + 216 + 301) / 1375 = 0.940 LOS = E

Developed by Chun Wong 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

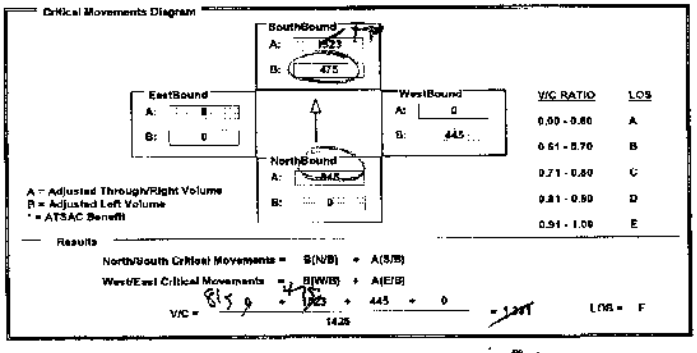
AM/PM: PM Comments: INT# 197

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	2446	1164	475	3045	0	809	0	169	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2446	1164	475	3045	0	809	0	169	0	0	0
LANE	0	0	3	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = S(N/B) + A(S/B)

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

V/C = (845 + 1623 + 445 + 0) / 1425 = 1.201 LOS = F

1.225

Developed by Chun Wong 12-04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

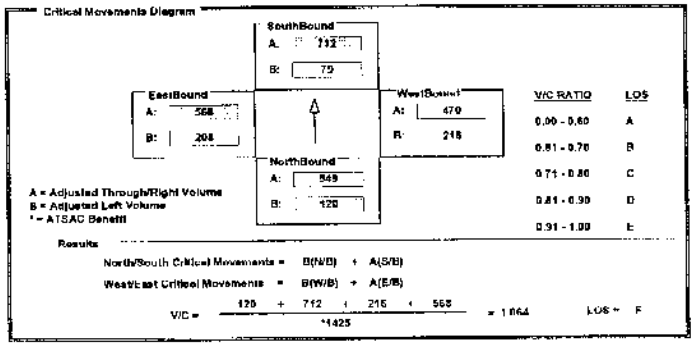
AM/PM: PM Comments: INT# 198

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	120	1573	73	79	1739	397	216	1411	86	379	1703	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1573	73	79	1739	397	216	1411	86	379	1703	93
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (120 + 712 + 216 + 568) / *1425 = 1.064 LOS = F

Developed by Chun Wong 12/99

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

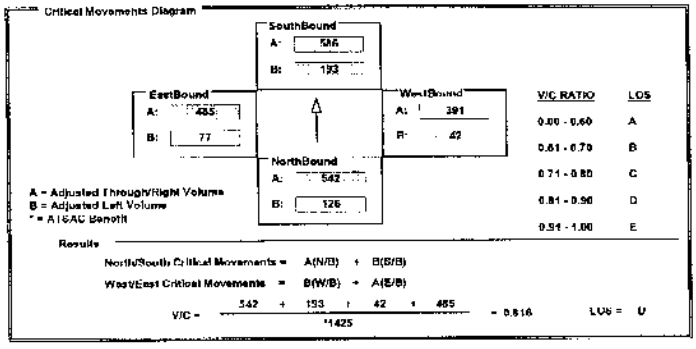
AM/PM: PM Comments: INT# 199

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	1597	30	193	1712	45	42	781	150	77	970	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1597	30	193	1712	45	42	781	150	77	970	174
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (542 + 193 + 42 + 485) / *1425 = 0.816 LOS = D

Developed by Chun Wong 12/99

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

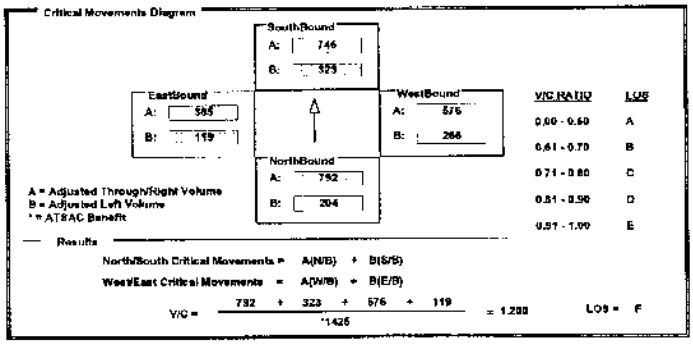
AM/PM: PM Comments: INT# 200

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	204	2376	92	323	2239	124	266	597	454	119	579	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	204	2376	92	323	2239	124	266	597	454	119	579	150
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	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (792 + 323 + 576 + 119) / *1425 = 1.288 LOS = F

Developed by Chun Wong 12/99

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

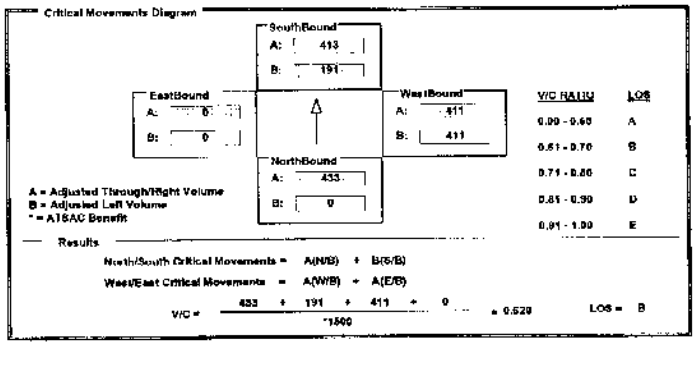
AM/PM: PM Comments: INT# 201

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	866	240	191	826	0	656	0	166	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	866	240	191	826	0	656	0	166	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (433 + 191 + 411 + 0) / *1400 = 0.529 LOS = B

Developed by Chun Wong 12/99

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

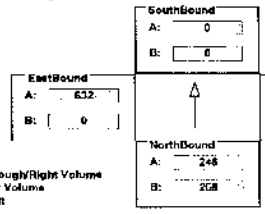
AM/PM: PM Comments: INT# 202

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	488	0	246	0	0	0	0	1295	0	0	1896	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	488	0	246	0	0	0	0	1295	0	0	1896	0
LANE	2 0 0	0 0 1	0	0 0 0	0 0 0	0	0 0 3	0 0 0	0	1 0 2	0 1 1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (268 + 0 + 0 + 632) / 1500 = 0.600 LOS = A

Developed by Chun Wong, 1/04

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-405 FR OFF RAMP I/S No: 99406

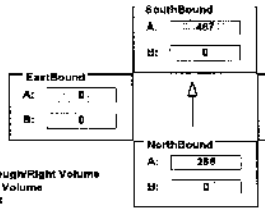
AM/PM: PM Comments: INT# 203

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	858	0	0	1866	0	521	0	778	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	858	0	0	1866	0	521	0	778	0	0	0
LANE	0 0 3	0 0 0	0	0 0 4	0 0 0	0	1 0 0	0 0 1	1	0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (0 + 467 + 433 + 0) / 1500 = 0.600 LOS = A

Developed by Chun Wong, 1/04

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

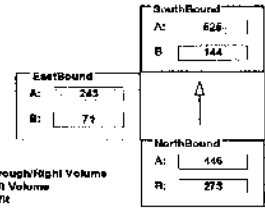
AM/PM: PM Comments: INT# 204

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	273	1339	155	144	1515	59	158	202	61	71	301	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1339	155	144	1515	59	158	202	61	71	301	185
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 Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (273 + 525 + 158 + 243) / 1425 = 0.840 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

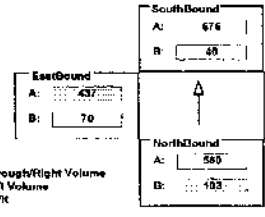
AM/PM: PM Comments: INT# 205

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	103	403	157	40	542	134	164	282	87	70	327	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	403	157	40	542	134	164	282	87	70	327	110
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (103 + 676 + 164 + 437) / 1500 = 0.920 LOS = E

Developed by Chun Wong, 1/04

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CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

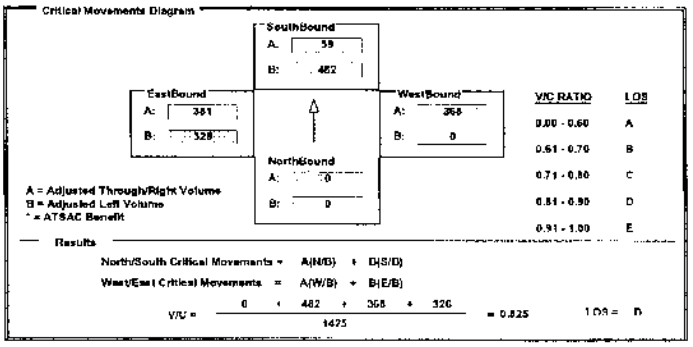
AM/PM: PM Comments: INT# 206

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	876	0	222	0	735	790	326	1144	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	876	0	222	0	735	790	326	1144	0
LANE	0 0 0	0 0 0		2 0 0	0 0 1	0	0 0 2	0 1 1	0	1 0 3	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 462 + 368 + 326) / 1475 = 0.825 LOS = D

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

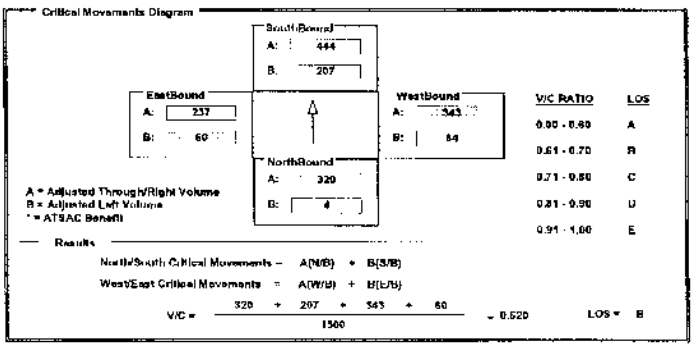
AM/PM: PM Comments: INT# 207

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	243	77	207	409	35	84	203	140	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	243	77	207	409	35	84	203	140	60	193	44
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (329 + 207 + 343 + 60) / 1500 = 0.520 LOS = B

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July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BUPCH W/E: ARTESIA BL I/S No: 99416

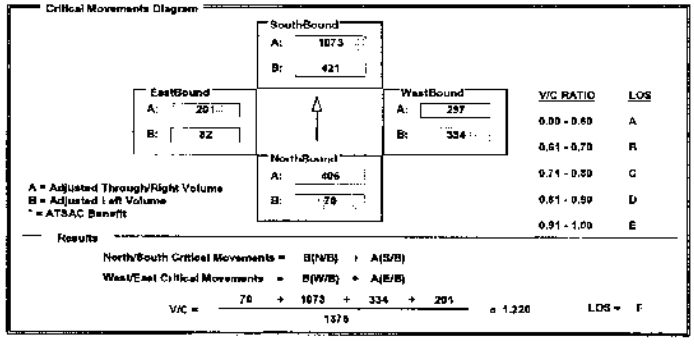
AM/PM: PM Comments: INT# 208

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	70	1219	200	765	2910	309	334	594	334	82	288	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1219	200	765	2910	309	334	594	334	82	288	114
LANE	1 0 3	0 0 1	0	2 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 1	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



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 = (70 + 1073 + 334 + 201) / 1375 = 1.226 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

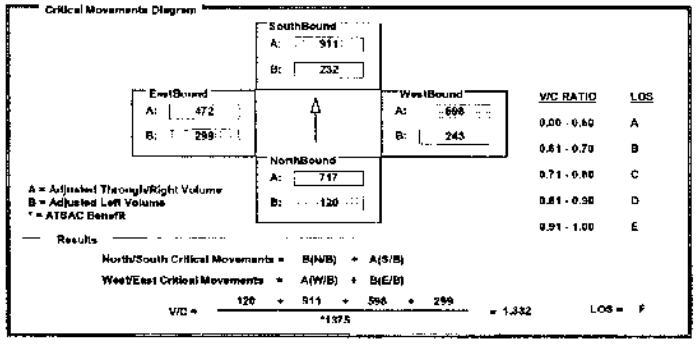
AM/PM: PM Comments: INT# 209

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	120	1275	158	232	1599	222	243	1710	85	299	1417	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1275	158	232	1599	222	243	1710	85	299	1417	105
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 2	0 1 0	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (120 + 911 + 696 + 299) / 1375 = 1.332 LOS = F

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July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: PM Comments: INT# 210

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	790	904	87	1060	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	790	904	87	1060	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 536 B: 87

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 904 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 = +

V/C = (904 + 87 + +) / 1500 = 0.661 LOS = B

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: PM Comments: INT# 211

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	8	785	0	0	620	204	529	266	61	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	785	0	0	620	204	529	266	61	184	0	65
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	1	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 310 B: 0

EastBound A: 65 B: 101

WestBound A: 428 B: 428

NorthBound A: 393 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 = (393 + 0 + 428 + 101) / 1425 = 0.577 LOS = A

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: PM Comments: INT# 212

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	1206	287	157	1404	135	223	759	58	140	918	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	262	1206	287	157	1404	135	223	759	58	140	918	99
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 770 B: 157

EastBound A: 559 B: 140

WestBound A: 409 B: 223

NorthBound A: 603 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 = (262 + 770 + 223 + 509) / 1500 = 1.166 LOS = F

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 17, 2003 ,Thursday 06:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: PM Comments: INT# 215

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	0	725	0	0	0	660	1260	0	0	1298	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	0	725	0	0	0	660	1260	0	0	1298	3
LANE	0	0	0	0	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 434 B: 0

WestBound A: 639 B: 385

NorthBound A: 10 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 = B(N/B) + A(S/B)

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

V/C = (21 + 0 + 363 + 434) / 1425 = 0.564 LOS = A

0.87 ATSAC

0.774

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

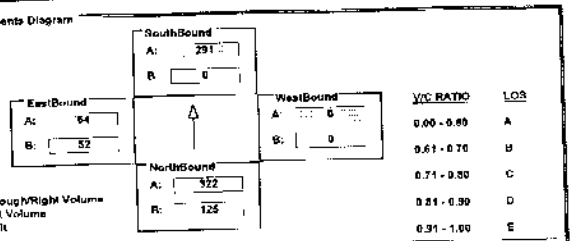
AM/PM: PM Comments: INT# 216

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	227	643	0	0	582	81	0	0	0	103	0	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	227	643	0	0	582	81	0	0	0	103	0	126
LANE	2	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (125 + 291 + 0 + 64) / 1425 = 0.337 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

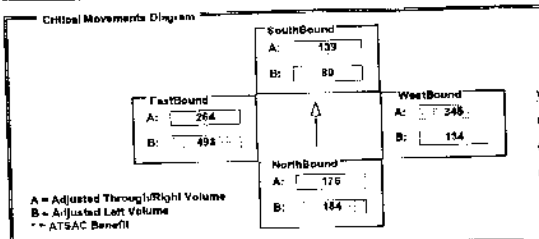
AM/PM: PM Comments: INT # 217

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	184	229	122	80	262	386	134	1233	148	493	925	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	229	122	80	262	386	134	1233	148	493	925	132
LANE	1	0	1	0	1	0	1	0	2	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (184 + 139 + 348 + 493) / 1425 = 0.745 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

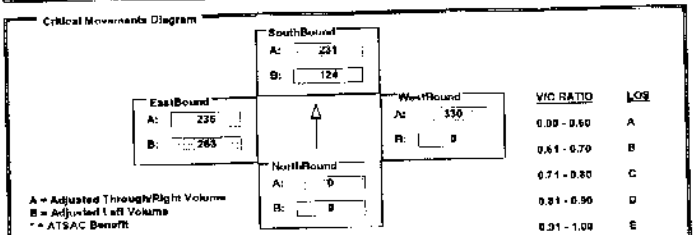
AM/PM: PM Comments: INT# 218

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	124	0	231	0	659	128	263	472	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	124	0	231	0	659	128	263	472	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 231 + 330 + 263) / 1500 = 0.549 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 17, 2003 ,Thursday 05:09:09 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

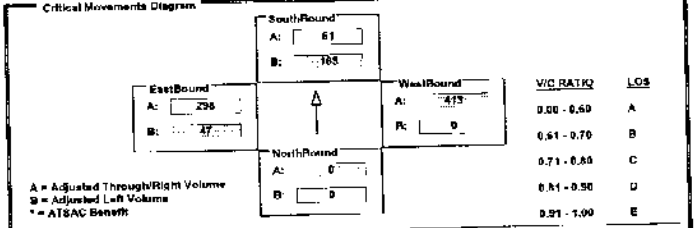
AM/PM: PM Comments: INT# 220

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	163	0	51	0	626	101	47	595	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	163	0	51	0	626	101	47	595	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 163 + 413 + 47) / 1500 = 0.415 LOS = A

Developed by Chun Wong, 1994

THE VILLAGE AT PLAYA VISTA PROJECT

TECHNICAL APPENDIX VOLUME 3 (2 of 5)

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THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY

AM PEAK HOUR

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

INT #	STREET NAME	CROSS STREET	2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.515	A	0.707	C	0.707	C	0.000	N	0.707	C	0.000	N
2	AIRPORT BL	CENTURY BL	0.626	A	0.626	B	0.631	B	0.005	N	0.631	B	0.005	N
3	AIRPORT BL	LA TIJERA BL	0.670	B	0.742	C	0.743	C	0.001	N	0.743	C	0.001	N
4	AVIATION BL	ARBOR VITAE ST	0.515	A	0.667	B	0.670	B	0.003	N	0.670	B	0.003	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.538	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
6	AVIATION BL	CENTURY BL	0.838	D	0.686	D	0.888	D	0.002	N	0.888	D	0.002	N
7	AVIATION BL	IMPERIAL HWY	0.718	C	0.865	D	0.865	D	0.000	N	0.865	D	0.000	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	0.937	E	1.143	F	1.147	F	0.004	N	1.117	F	-0.026	N
9	AVIATION BL	ROSECRANS AV	1.041	F	1.001	F	1.003	F	0.002	N	1.003	F	0.002	N
10	LINCOLN BL	BALI WAY	0.467	A	0.833	D	0.844	D	0.011	N	0.834	D	0.001	N
11	CENTINELA AV	CULVER BL	0.637	B	0.892	D	0.905	E	0.013	Y	0.839	D	-0.053	N
12	CENTINELA AV	JEFFERSON BL	0.669	B	0.656	B	0.746	C	0.090	Y	0.726	C	0.072	Y
13	LA CIENEGA BL	CENTINELA AV	1.103	F	1.201	F	1.211	F	0.010	Y	1.181	F	-0.020	N
14	LA TIJERA BL	CENTINELA AV	0.974	E	1.048	F	1.089	F	0.041	Y	0.914	E	-0.134	N
15	SEPULVEDA BL	CENTINELA AV	0.652	D	1.230	F	1.261	F	0.031	Y	1.159	F	-0.071	N
16	CENTINELA AV	WASHINGTON BL	0.757	C	0.882	D	0.901	E	0.019	Y	0.899	D	0.007	N
17	SEPULVEDA BL	CENTURY BL	0.617	B	0.691	B	0.698	B	0.007	N	0.698	B	0.007	N
18	CULVER BL	JEFFERSON BL	0.741	C	0.817	D	0.835	D	0.018	N	0.807	D	-0.010	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.696	B	0.785	C	0.790	C	0.005	N	0.790	C	0.005	N
20	CULVER BL	MARINA EXWY WB RAMPS	0.900	D	1.082	F	1.084	F	0.002	N	1.084	F	0.002	N
21	CULVER BL	MAIN ST/WASHINGTON BL	0.934	E	1.084	F	1.091	F	0.007	N	1.091	F	0.007	N
22	CULVER BL	VISTA DEL MAR	0.628	B	0.883	D	0.896	D	0.013	N	0.896	D	0.013	N
23	SEPULVEDA BL	EL SEGUNDO BL	0.941	E	1.074	F	1.076	F	0.002	N	1.076	F	0.002	N
24	LINCOLN BL	FIJI WAY	0.539	A	0.779	C	0.792	C	0.013	N	0.774	C	-0.005	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.193	F	1.278	F	1.281	F	0.003	N	1.281	F	0.003	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.796	C	0.962	E	0.984	E	0.022	Y	0.938	E	-0.024	N
27	PERSHING DR	IMPERIAL HWY	0.666	B	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
28	SEPULVEDA BL	IMPERIAL HWY	0.903	E	0.969	E	0.974	E	0.005	N	0.944	E	-0.025	N
29	INGLEWOOD BL	WASHINGTON BL	0.603	B	0.808	D	0.818	D	0.010	N	0.781	C	-0.027	N
30	I-405 NB RAMPS	JEFFERSON BL	0.716	C	0.835	D	0.855	D	0.020	Y	0.783	C	-0.052	N
31	I-405 SB RAMPS	JEFFERSON BL	0.566	A	0.578	B	0.733	C	0.155	Y	0.677	B	-0.001	N
32	LA CIENEGA BL	JEFFERSON BL	1.196	F	1.308	F	1.316	F	0.008	N	1.316	F	0.008	N
33	LINCOLN BL	JEFFERSON BL	0.765	C	0.991	E	1.024	F	0.033	Y	0.988	E	-0.003	N
34	JEFFERSON BL	OVERLAND AV	0.776	C	1.006	F	1.035	F	0.029	Y	1.007	F	0.001	N
35	JEFFERSON BL	SEPULVEDA BL (N)	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
36	LA CIENEGA BL	LA TIJERA BL	0.811	D	0.898	D	0.904	E	0.006	N	0.904	E	0.006	N
37	LA CIENEGA BL	RODEO RD	0.979	E	1.161	F	1.170	F	0.009	N	1.170	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.738	C	0.926	E	0.926	E	0.000	N	0.926	E	0.000	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.892	D	0.795	C	0.804	D	0.009	N	0.804	D	0.009	N
40	I-405 NB RAMPS	LA TIJERA BL	0.829	D	0.693	B	0.693	B	0.000	N	0.693	B	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.710	C	0.666	B	0.668	B	0.000	N	0.658	B	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.413	A	0.799	C	0.818	D	0.019	N	0.788	C	-0.011	N
43	LA TIJERA BL	MANCHESTER AV	0.614	B	0.747	C	0.752	C	0.005	N	0.752	C	0.005	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.721	C	0.843	D	0.847	D	0.004	N	0.819	D	-0.024	N
45	LINCOLN BL	83RD ST	1.163	F	1.339	F	1.366	F	0.027	Y	1.265	F	-0.074	N
46	LINCOLN BL	MANCHESTER AV	0.933	D	1.264	F	1.291	F	0.027	Y	1.261	F	-0.003	N
47	LINCOLN BL	MARINA EXWY	0.857	D	1.039	F	1.056	F	0.017	Y	1.048	F	0.009	N
48	LINCOLN BL	MAXELLA AV	0.685	B	0.897	D	0.909	E	0.012	Y	0.901	E	0.004	N
49	LINCOLN BL	MINDANAO WAY	0.825	D	0.996	E	1.013	E	0.017	Y	1.001	F	0.005	N
50	LINCOLN BL	ROSE AV	0.841	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
51	SEPULVEDA BL	LINCOLN BL	0.523	A	0.595	A	0.603	B	0.008	N	0.603	B	0.008	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	N/A		0.710	C	0.737	C	0.027	N	0.730	C	0.020	N
53	LINCOLN BL	VENICE BL	1.080	F	1.087	F	1.100	F	0.013	Y	1.086	F	-0.001	N
54	LINCOLN BL	WASHINGTON BL	0.816	D	1.153	F	1.163	F	0.010	Y	1.151	F	-0.002	N
55	MAIN ST	ROSE AV	0.467	A	0.510	A	0.511	A	0.001	N	0.511	A	0.001	N
56	PERSHING DR	MANCHESTER AV	0.515	A	0.443	A	0.445	A	0.002	N	0.445	A	0.002	N
57	SEPULVEDA BL	MANCHESTER AV	0.866	D	1.031	F	1.008	F	0.007	N	0.950	E	-0.051	N
58	SEPULVEDA BL	MARIPOSA AV	0.870	D	0.898	D	0.901	E	0.003	N	0.901	E	0.003	N
59	PERSHING DR	WESTCHESTER PKWY	0.287	A	0.432	A	0.434	A	0.002	N	0.434	A	0.002	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W/ PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.662	D	0.865	D	0.898	D	0.033	Y	0.877	D	0.012	N
61	SEPULVEDA BL	ROSECRANS AV	0.868	D	1.020	F	1.023	F	0.003	N	1.023	F	0.003	N
62	SAWTELLE BL	VENICE BL	0.858	D	1.161	F	1.164	F	0.003	N	1.164	F	0.003	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.226	F	1.237	F	1.246	F	0.009	N	1.218	F	-0.021	N
64	SEPULVEDA BL	77TH ST/76TH ST	0.976	E	1.048	F	1.056	F	0.008	N	1.029	F	-0.019	N
65	SEPULVEDA BL	SLAUSON AV	0.679	B	1.068	F	1.073	F	0.005	N	1.032	F	-0.036	N
66	SEPULVEDA BL	VENICE BL	0.807	E	1.152	F	1.155	F	0.003	N	1.155	F	0.003	N
67	LA CIENEGA BL	FAIRFAX AV	1.056	F	1.113	F	1.121	F	0.008	N	1.121	F	0.008	N
68	AIRPORT BL	96TH ST	0.386	A	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
69	ALLA RD	JEFFERSON BL	0.294	A	0.550	A	0.584	A	0.034	N	0.584	A	0.034	N
70	BEETHOVEN ST	JEFFERSON BL	0.206	A	0.370	A	0.402	A	0.032	N	0.402	A	0.032	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.459	A	0.610	B	0.611	B	0.001	N	0.611	B	0.001	N
72	BUNDY DR	OCEAN PARK BL	0.919	E	1.086	F	1.098	F	0.012	Y	1.068	F	-0.018	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.534	A	0.398	A	0.462	A	0.064	N	0.462	A	0.064	N
74	CENTINELA AV	MARINA FWY WB RAMPS	0.647	B	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
75	MESMER AV	CENTINELA AV	[a] 57.2	F	0.438	A	0.457	A	0.019	N	0.457	A	0.019	N
76	BLUFF CREEK DR	CENTINELA AV	N/A		0.474	A	0.512	A	0.038	N	0.512	A	0.038	N
77	INGLEWOOD BL	CULVER BL	0.641	B	0.798	C	0.846	D	0.048	Y	0.661	B	0.019	N
78	CULVER BL	NICHOLSON ST	0.560	B	0.917	E	0.933	E	0.016	Y	0.907	E	-0.010	N
79	FALMOUTH AV	MANCHESTER AV	0.216	A	0.455	A	0.463	A	0.008	N	0.463	A	0.008	N
80	GLENCOE AV	MAXELLA AV	0.322	A	0.323	A	0.323	A	0.000	N	0.323	A	0.000	N
81	LINCOLN BL	HUGHES TER	0.685	B	0.585	A	0.605	B	0.020	N	0.598	A	0.013	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.613	B	0.833	D	0.862	D	0.029	Y	0.831	D	-0.002	N
83	McCONNELL AV	JEFFERSON BL	[a] 52.8	F	[a] 95.4	F	0.451	A	N/A	N	0.451	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.311	A	0.416	A	0.442	A	0.026	N	0.442	A	0.026	N
85	WESTLAWN AV	JEFFERSON BL	0.315	A	0.447	A	0.499	A	0.052	N	0.499	A	0.052	N
86	LINCOLN BL	LOYOLA BL	0.417	A	0.723	C	0.744	C	0.021	N	0.744	C	0.021	N
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.666	B	0.804	D	0.804	D	0.000	N	0.804	D	0.000	N
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.420	A	0.560	A	0.562	A	0.002	N	0.562	A	0.002	N
89	PACIFIC AV	WASHINGTON BL	0.590	A	0.673	B	0.674	B	0.001	N	0.674	B	0.001	N
90	PALAWAN WAY	WASHINGTON BL	[a] 18.0	C	1.009	F	1.009	F	0.000	N	1.009	F	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	0.699	B	0.761	C	0.767	C	0.006	N	0.741	C	-0.026	N
92	SEPULVEDA BL	83RD ST	0.591	A	0.738	C	0.742	C	0.004	N	0.742	C	0.004	N
93	WALGROVE AV	VENICE BL	0.711	C	0.864	D	0.866	D	0.002	N	0.866	D	0.002	N
94	OCEAN AV/MA MARINA	WASHINGTON BL	0.680	B	1.233	F	1.236	F	0.003	N	1.236	F	0.003	N
95	BRISTOL PKWY	SLAUSON AV	[a] 24.7	C	0.725	C	0.730	C	0.005	N	0.730	C	0.005	N
96	BRISTOL PKWY	CENTINELA AV	0.760	C	0.603	B	0.625	B	0.022	N	0.625	B	0.022	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.662	B	0.792	C	0.796	C	0.004	N	0.796	C	0.004	N
98	GREEN VALLEY CIR	CENTINELA AV	0.807	D	0.895	D	0.916	E	0.021	Y	0.735	C	-0.160	N
99	CENTINELA AV	WASHINGTON PL	0.894	D	0.918	E	0.929	E	0.011	Y	0.861	D	-0.057	N
100	OVERLAND AV	CULVER BL	0.719	C	0.971	E	0.990	E	0.019	Y	0.901	E	-0.070	N
101	SEPULVEDA BL	CULVER BL	0.954	E	0.993	E	1.003	F	0.010	Y	0.990	E	-0.003	N
102	SAWTELLE BL	CULVER BL	0.735	C	0.889	D	0.897	D	0.008	N	0.825	D	-0.064	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.581	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
104	HANNUM AV	PLAYA ST	0.701	C	0.869	D	0.897	D	0.028	Y	0.884	D	0.015	N
105	HANNUM AV	SLAUSON AV	0.540	A	0.551	A	0.551	A	0.000	N	0.551	A	0.000	N
106	JEFFERSON BL	SLAUSON AV	0.431	A	0.577	A	0.591	A	0.014	N	0.591	A	0.014	N
107	MARINA FWY	SLAUSON AV	0.677	B	0.672	B	0.692	B	0.020	N	0.692	B	0.020	N
108	REDWOOD AV	WASHINGTON BL	0.401	A	0.657	B	0.657	B	0.000	N	0.657	B	0.000	N
109	LINCOLN BL	OCEAN PARK BL	1.130	F	1.248	F	1.252	F	0.004	N	1.252	F	0.004	N
110	MAIN ST	OCEAN PARK BL	0.921	E	0.958	E	0.958	E	0.000	N	0.958	E	0.000	N
111	NEILSON WAY	OCEAN PARK BL	0.695	B	0.726	C	0.727	C	0.001	N	0.727	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	0.515	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
113	ADMIRALTY WAY	FIJI WAY	0.319	A	0.473	A	0.477	A	0.004	N	0.477	A	0.004	N
114	ADMIRALTY WAY	MINDANAO WAY	0.765	C	0.903	E	0.906	E	0.003	N	0.898	D	-0.005	N
115	PALAWAN WAY	ADMIRALTY WAY	0.543	A	0.865	D	0.871	D	0.006	N	0.793	C	-0.072	N
116	VIA MARINA	ADMIRALTY WAY	0.582	A	0.912	E	0.918	E	0.006	N	0.918	E	0.006	N
117	MAIN ST	PICO BL	0.680	B	0.775	C	0.775	C	0.000	N	0.775	C	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.632	B	0.729	C	0.730	C	0.001	N	0.730	C	0.001	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

INT #	STREET NAME	CROSS STREET	2003 EXISTING		2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
119	SEPULVEDA BL	MAPLE AV	0.686	B	0.827	D	0.831	D	0.004	N	0.831	D	0.004	N
120	SEPULVEDA BL	GRAND AV	1.004	F	1.026	F	1.034	F	0.008	N	1.034	F	0.008	N
121	SEPULVEDA BL	MARINE AV	1.083	F	1.103	F	1.105	F	0.002	N	1.105	F	0.002	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.167	F	1.189	F	1.193	F	0.004	N	1.193	F	0.004	N
123	CENTINELA AV	SHORT AV	0.589	A	0.643	B	0.655	B	0.012	N	0.655	B	0.012	N
124	LINCOLN BL	PICO BL	0.968	E	1.240	F	1.243	F	0.003	N	1.243	F	0.003	N
125	OCEAN AV	WILSHIRE BL	0.618	B	0.717	C	0.717	C	0.000	N	0.717	C	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.481	A	0.621	B	0.622	B	0.001	N	0.622	B	0.001	N
127	4TH ST	WILSHIRE BL	0.577	A	0.659	B	0.660	B	0.001	N	0.660	B	0.001	N
128	4TH ST	PICO BL	0.943	E	1.031	F	1.035	F	0.004	N	1.035	F	0.004	N
129	4TH ST	OCEAN PARK BL N	[b] 16.9	C	0.471	A	0.473	A	0.002	N	0.473	A	0.002	N
130	4TH ST	OCEAN PARK BL S	[b] 13.6	B	0.454	A	0.455	A	0.001	N	0.455	A	0.001	N
131	LINCOLN BL	WILSHIRE BL	0.729	C	0.897	D	0.899	D	0.002	N	0.899	D	0.002	N
132	23RD ST	PICO BL	0.677	B	0.730	C	0.732	C	0.002	N	0.732	C	0.002	N
133	23RD ST	OCEAN PARK BL	0.974	E	1.095	F	1.097	F	0.002	N	1.097	F	0.002	N
134	CLOVERFIELD BL	PICO BL	0.823	D	0.931	E	0.933	E	0.002	N	0.933	E	0.002	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.607	B	0.727	C	0.729	C	0.002	N	0.729	C	0.002	N
136	26TH ST	WILSHIRE BL	0.719	C	0.952	E	0.953	E	0.001	N	0.953	E	0.001	N
137	4TH ST	COLORADO AV	0.637	B	0.692	B	0.692	B	0.000	N	0.692	B	0.000	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.862	D	0.888	D	0.888	D	0.000	N	0.888	D	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.948	E	0.951	E	0.953	E	0.002	N	0.953	E	0.002	N
140	ALVERN ST	CENTINELA AV	0.738	C	0.741	C	0.762	C	0.021	N	0.762	C	0.021	N
141	SHERBOURNE DR	CENTINELA AV	0.746	C	0.785	C	0.807	D	0.022	Y	0.777	C	-0.008	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	N/A		0.521	A	0.521	A	0.000	N	0.521	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.686	B	0.753	C	0.759	C	0.006	N	0.759	C	0.006	N
144	CORNING AV	SLAUSON AV	0.843	D	0.859	D	0.864	D	0.005	N	0.864	D	0.005	N
145	KINGS RD	SLAUSON AV	0.552	A	0.558	A	0.559	A	0.001	N	0.559	A	0.001	N
146	LA TIJERA BL	SLAUSON AV	0.612	A	0.616	B	0.617	B	0.001	N	0.617	B	0.001	N
147	FAIRFAX AV	SLAUSON AV	0.847	D	1.091	F	1.092	F	0.001	N	1.092	F	0.001	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	0.939	E	1.126	F	1.129	F	0.003	N	1.129	F	0.003	N
149	SAWTELLE BL	WASHINGTON PL	0.511	A	0.906	E	0.907	E	0.001	N	0.907	E	0.001	N
150	SAWTELLE BL	WASHINGTON BL	0.484	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.229	A	0.495	A	0.499	A	0.004	N	0.499	A	0.004	N
152	SAWTELLE BL	BRADDOCK DR	0.602	B	0.699	B	0.703	C	0.004	N	0.703	C	0.004	N
153	SEPULVEDA BL	BRADDOCK DR	0.572	A	0.847	D	0.849	D	0.002	N	0.849	D	0.002	N
154	SEPULVEDA BL	WASHINGTON PL	0.836	D	1.027	F	1.029	F	0.002	N	1.029	F	0.002	N
155	SEPULVEDA BL	WASHINGTON BL	0.741	C	0.891	D	0.898	D	0.007	N	0.898	D	0.007	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	0.744	C	1.002	F	1.007	F	0.005	N	1.007	F	0.005	N
157	OVERLAND AV	VENICE BL	0.886	D	1.124	F	1.126	F	0.002	N	1.126	F	0.002	N
158	OVERLAND AV	WASHINGTON BL	0.940	E	1.011	F	1.020	F	0.009	N	1.020	F	0.009	N
159	OVERLAND AV	BRADDOCK DR	0.551	A	0.881	D	0.897	D	0.016	N	0.897	D	0.016	N
160	MOTOR AV	VENICE BL	0.849	D	0.991	E	0.993	E	0.002	N	0.993	E	0.002	N
161	CULVER BL	VENICE BL	0.828	D	1.035	F	1.039	F	0.004	N	1.039	F	0.004	N
162	MOTOR AV	WASHINGTON BL	0.744	C	1.004	F	1.006	F	0.002	N	1.006	F	0.002	N
163	JEFFERSON BL	NATIONAL BL	0.435	A	0.456	A	0.459	A	0.003	N	0.459	A	0.003	N
164	JEFFERSON BL	RODEO RD	0.757	C	0.806	D	0.818	D	0.012	N	0.818	D	0.012	N
165	JEFFERSON BL	DUQUESNE AV	0.838	D	0.964	E	0.971	E	0.007	N	0.917	E	-0.047	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.616	B	0.679	B	0.679	B	0.000	N	0.679	B	0.000	N
167	WALGROVE AV	WASHINGTON BL	[a] 23.2	C	0.791	C	0.791	C	0.000	N	0.791	C	0.000	N
168	LINCOLN BL	I-10 EB ON RAMP	1.184	F	1.208	F	1.212	F	0.004	N	1.212	F	0.004	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.881	D	0.971	E	0.971	E	0.000	N	0.971	E	0.000	N
170	SEPULVEDA BL	SAWTELLE BL	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
171	ABBOTT KINNEY BL	VENICE BL	0.687	B	0.707	C	0.710	C	0.003	N	0.710	C	0.003	N
172	AIRPORT BL	MANCHESTER AV	0.675	B	0.752	C	0.757	C	0.005	N	0.757	C	0.005	N
173	BUNDY DR	I-10 EB ON-RAMP	1.034	F	1.297	F	1.297	F	0.000	N	1.297	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.684	B	0.793	C	0.799	C	0.006	N	0.799	C	0.006	N
175	LA BREA AV	CENTINELA AV	1.167	F	1.395	F	1.412	F	0.017	Y	1.304	F	-0.091	N
176	DOUGLAS ST	IMPERIAL HWY	0.545	A	0.770	C	0.771	C	0.001	N	0.771	C	0.001	N
177	VISTA DEL MAR	GRAND AV	0.697	B	0.803	D	0.809	D	0.006	N	0.809	D	0.006	N

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
AM PEAK HOUR

			2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W/ PROJ W/ OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
178	CRENSHAW BL	SLAUSON AV	0.942	E	1.057	F	1.059	F	0.002	N	1.059	F	0.002	N
179	FAIRFAX AV	WASHINGTON BL	0.868	D	1.225	F	1.233	F	0.008	N	1.233	F	0.008	N
180	CRENSHAW BL	FLORENCE AV	0.697	B	0.815	D	0.817	D	0.002	N	0.817	D	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.323	A	0.415	A	0.415	A	0.001	N	0.416	A	0.001	N
182	MAIN ST	IMPERIAL HWY	0.757	C	1.007	F	1.011	F	0.004	N	1.011	F	0.004	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.614	B	0.796	C	0.799	C	0.003	N	0.799	C	0.003	N
184	VISTA DEL MAR	IMPERIAL HWY	0.539	A	1.092	F	1.100	F	0.008	N	1.100	F	0.008	N
185	LA CIENEGA BL	IMPERIAL HWY	0.337	A	0.545	B	0.645	B	0.000	N	0.645	B	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.565	A	0.585	A	0.586	A	0.001	N	0.586	A	0.001	N
187	LA BREA AV	I-10 WB OFF RAMP	0.533	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	1.068	F	1.070	F	1.071	F	0.001	N	1.071	F	0.001	N
189	LA BREA AV	SLAUSON AV	0.972	E	1.132	F	1.139	F	0.007	N	1.139	F	0.007	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.936	E	0.953	E	0.956	E	0.003	N	0.956	E	0.003	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	[a] 28.3	D	0.814	D	0.815	D	0.001	N	0.815	D	0.001	N
192	LA CIENEGA BL	111TH ST	0.241	A	0.273	A	0.273	A	0.000	N	0.273	A	0.000	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.434	A	0.541	A	0.543	A	0.002	N	0.543	A	0.002	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.361	A	0.453	A	0.454	A	0.001	N	0.454	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.334	A	0.402	A	0.405	A	0.003	N	0.405	A	0.003	N
196	LA CIENEGA BL	MANCHESTER BL	0.598	A	0.899	D	0.902	E	0.003	N	0.902	E	0.003	N
197	LA CIENEGA BL	STOCKER ST	1.227	F	1.335	F	1.341	F	0.006	N	1.341	F	0.006	N
198	LA CIENEGA BL	VENICE BL	1.059	F	1.176	F	1.178	F	0.002	N	1.178	F	0.002	N
199	LA CIENEGA BL	WASHINGTON BL	0.941	E	1.032	F	1.034	F	0.002	N	1.034	F	0.002	N
200	SEPULVEDA BL	WESTCHESTER PKWY	0.695	B	1.056	F	1.062	F	0.006	N	1.009	F	-0.047	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.609	B	0.633	B	0.634	B	0.001	N	0.634	B	0.001	N
202	I-405 NB OFF RAMP	CENTURY BL	0.765	C	1.114	F	1.115	F	0.001	N	1.115	F	0.001	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.496	A	0.519	A	0.519	A	0.000	N	0.519	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.563	A	0.662	B	0.662	B	0.000	N	0.662	B	0.000	N
205	INGLEWOOD AV	LENNOX BL	0.697	B	0.825	D	0.827	D	0.002	N	0.827	D	0.002	N
206	CENTINELA AV	FLORENCE AV	0.545	A	0.613	B	0.622	B	0.009	N	0.622	B	0.009	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.564	A	0.787	C	0.790	C	0.003	N	0.790	C	0.003	N
208	SEPULVEDA BL/PCH	ARTESIA BL	0.863	D	0.869	D	0.873	D	0.004	N	0.873	D	0.004	N
209	CENTINELA AV	VENICE BL	1.128	F	1.228	F	1.248	F	0.020	Y	1.199	F	-0.029	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.497	A	0.551	A	0.563	A	0.012	N	0.563	A	0.012	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.498	A	0.531	A	0.536	A	0.005	N	0.536	A	0.005	N
212	OVERLAND AV	PALMS BL	0.803	D	0.913	E	0.915	E	0.002	N	0.915	E	0.002	N
215	PLAYA VISTA DR	CULVER BL	N/A		0.678	B	0.678	B	0.000	N	0.678	B	0.000	N
216	PLAYA VISTA DR	B ST	N/A		0.382	A	0.388	A	0.006	N	0.388	A	0.006	N
217	PLAYA VISTA DR	JEFFERSON BL	N/A		0.661	B	0.687	B	0.026	N	0.687	B	0.026	N
218	PLAYA VISTA DR	BLUFF CREEK DR	N/A		0.439	A	0.473	A	0.034	N	0.473	A	0.034	N
219	MCCONNELL AV	BLUFF CREEK DR			N/A		0.310	A	N/A	N	0.310	A	N/A	N
220	12TH ST	BLUFF CREEK DR	N/A		0.327	A	0.393	A	0.066	N	0.393	A	0.066	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY

PM PEAK HOUR

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR

INT #	STREET NAME	CROSS STREET	2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W/ PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.523	A	0.819	D	0.825	D	0.006	N	0.825	D	0.006	N
2	AIRPORT BL	CENTURY BL	0.613	B	0.652	B	0.659	B	0.007	N	0.659	B	0.007	N
3	AIRPORT BL	LA TIJERA BL	0.489	A	0.715	C	0.715	C	0.000	N	0.715	C	0.000	N
4	AVIATION BL	ARBOR VITAE ST	0.689	B	0.802	D	0.807	D	0.005	N	0.807	D	0.005	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.633	B	0.731	C	0.734	C	0.003	N	0.734	C	0.003	N
6	AVIATION BL	CENTURY BL	0.751	C	0.972	E	0.981	E	0.009	N	0.981	E	0.009	N
7	AVIATION BL	IMPERIAL HWY	0.717	C	0.908	E	0.908	E	0.000	N	0.908	E	0.000	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	0.873	D	0.887	D	0.921	E	0.034	Y	0.891	D	0.004	N
9	AVIATION BL	ROSECRANS AV	1.339	F	1.064	F	1.064	F	0.000	N	1.064	F	0.000	N
10	LINCOLN BL	BALI WAY	0.664	B	1.018	F	1.034	F	0.016	Y	1.024	F	0.006	N
11	CENTINELA AV	CULVER BL	0.767	C	0.850	D	0.869	D	0.019	N	0.845	D	-0.005	N
12	CENTINELA AV	JEFFERSON BL	0.495	A	0.747	C	0.855	D	0.108	Y	0.837	D	0.090	Y
13	LA CIENEGA BL	CENTINELA AV	1.102	F	1.253	F	1.262	F	0.009	N	1.232	F	-0.021	N
14	LA TIJERA BL	CENTINELA AV	0.726	C	0.872	D	0.902	E	0.030	Y	0.798	C	-0.074	N
15	SEPULVEDA BL	CENTINELA AV	0.750	C	1.185	F	1.262	F	0.077	Y	1.192	F	0.007	N
16	CENTINELA AV	WASHINGTON BL	0.887	D	0.973	E	0.991	E	0.018	Y	0.978	E	0.005	N
17	SEPULVEDA BL	CENTURY BL	0.783	C	0.887	D	0.895	D	0.008	N	0.895	D	0.008	N
18	CULVER BL	JEFFERSON BL	0.675	B	0.807	D	0.829	D	0.022	Y	0.801	D	-0.006	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.868	D	0.621	B	0.623	B	0.002	N	0.623	B	0.002	N
20	CULVER BL	MARINA EXWY WB RAMPS	0.941	E	1.033	F	1.042	F	0.009	N	1.042	F	0.009	N
21	CULVER BL	MAIN ST/WASHINGTON BL	0.745	C	0.881	D	0.885	D	0.004	N	0.885	D	0.004	N
22	CULVER BL	VISTA DEL MAR	0.642	B	0.599	A	0.618	B	0.019	N	0.618	B	0.019	N
23	SEPULVEDA BL	EL SEGUNDO BL	1.100	F	1.297	F	1.303	F	0.006	N	1.303	F	0.006	N
24	LINCOLN BL	F.J. WAY	0.795	C	0.903	E	0.927	E	0.024	Y	0.910	E	0.007	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	0.887	D	0.893	D	0.897	D	0.004	N	0.897	D	0.004	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.774	C	0.953	E	1.003	F	0.050	Y	0.957	E	0.004	N
27	PERSHING DR	IMPERIAL HWY	0.453	A	0.521	A	0.525	A	0.004	N	0.525	A	0.004	N
28	SEPULVEDA BL	IMPERIAL HWY	1.066	F	1.230	F	1.255	F	0.025	Y	1.225	F	-0.005	N
29	INGLEWOOD BL	WASHINGTON BL	0.896	D	0.993	E	1.014	F	0.021	Y	0.974	E	-0.019	N
30	I-405 NB RAMPS	JEFFERSON BL	0.788	C	1.313	F	1.323	F	0.010	Y	1.114	F	-0.199	N
31	I-405 SB RAMPS	JEFFERSON BL	0.560	A	0.761	C	0.815	D	0.054	Y	0.763	C	0.002	N
32	LA CIENEGA BL	JEFFERSON BL	1.143	F	1.178	F	1.185	F	0.007	N	1.185	F	0.007	N
33	LINCOLN BL	JEFFERSON BL	0.800	C	1.051	F	1.110	F	0.059	Y	1.060	F	0.009	N
34	JEFFERSON BL	OVERLAND AV	0.881	D	0.874	D	0.897	D	0.023	Y	0.870	D	-0.004	N
35	JEFFERSON BL	SEPULVEDA BL (N)	0.815	D	0.988	E	0.998	E	0.010	Y	0.964	E	-0.022	N
36	LA CIENEGA BL	LA TIJERA BL	0.761	C	0.789	C	0.799	C	0.010	N	0.799	C	0.010	N
37	LA CIENEGA BL	RODEO RD	1.186	F	1.253	F	1.262	F	0.009	N	1.262	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.583	A	0.625	B	0.629	B	0.004	N	0.629	B	0.004	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.742	C	0.758	C	0.773	C	0.015	N	0.773	C	0.015	N
40	I-405 NB RAMPS	LA TIJERA BL	0.828	D	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.803	D	0.703	C	0.703	C	0.000	N	0.703	C	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.484	A	0.868	D	0.894	D	0.026	Y	0.864	D	-0.004	N
43	LA TIJERA BL	MANCHESTER AV	0.598	A	0.769	C	0.777	C	0.008	N	0.777	C	0.008	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.719	C	0.913	E	0.932	E	0.019	Y	0.875	D	-0.038	N
45	LINCOLN BL	83RD ST	0.724	C	1.021	F	1.083	F	0.062	Y	1.071	F	-0.010	N
46	LINCOLN BL	MANCHESTER AV	0.816	D	1.203	F	1.237	F	0.034	Y	1.207	F	0.004	N
47	LINCOLN BL	MARINA EXWY	0.931	E	1.096	F	1.113	F	0.017	Y	1.105	F	0.009	N
48	LINCOLN BL	MAXELLA AV	0.750	C	0.952	E	0.963	E	0.011	Y	0.955	E	0.003	N
49	LINCOLN BL	MINDANAO WAY	0.927	E	1.152	F	1.171	F	0.019	Y	1.159	F	0.007	N
50	LINCOLN BL	ROSE AV	0.629	D	0.894	D	0.902	E	0.008	N	0.902	E	0.008	N
51	SEPULVEDA BL	LINCOLN BL	0.645	B	0.819	D	0.836	D	0.017	N	0.836	D	0.017	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	N/A		0.868	D	0.908	E	0.040	Y	0.884	D	0.016	N
53	LINCOLN BL	VENICE BL	1.016	F	1.060	F	1.071	F	0.011	Y	1.065	F	0.005	N
54	LINCOLN BL	WASHINGTON BL	0.964	E	1.241	F	1.254	F	0.013	Y	1.242	F	0.001	N
55	MAIN ST	ROSE AV	0.784	C	0.900	D	0.903	E	0.003	N	0.903	E	0.003	N
56	PERSHING DR	MANCHESTER AV	0.430	A	0.411	A	0.419	A	0.008	N	0.419	A	0.008	N
57	SEPULVEDA BL	MANCHESTER AV	1.015	F	1.178	F	1.235	F	0.057	Y	1.184	F	0.006	N
58	SEPULVEDA BL	MARIPOSA AV	0.872	D	1.074	F	1.077	F	0.003	N	1.077	F	0.003	N

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			2003 EXISTING		2010 BASE		2010 W/ PROJECT		V/C INCREASE	IMP.	2010 W/ PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
59	PERSHING DR	WESTCHESTER PKWY	0.251	A	0.368	A	0.392	A	0.004	N	0.392	A	0.004	N
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.858	E	0.925	E	0.953	E	0.028	Y	0.925	E	0.000	N
61	SEPULVEDA BL	ROSECRANS AV	1.093	F	1.397	F	1.400	F	0.003	N	1.400	F	0.003	N
62	SAWTELLE BL	VENICE BL	0.851	D	1.238	F	1.242	F	0.004	N	1.242	F	0.004	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	0.931	E	1.237	F	1.256	F	0.019	Y	1.226	F	-0.011	N
64	SEPULVEDA BL	77TH ST/78TH ST	0.687	B	1.000	E	1.034	F	0.034	Y	1.007	F	0.007	N
65	SEPULVEDA BL	SLAUSON AV	0.729	C	1.329	F	1.042	F	0.013	Y	1.001	F	-0.028	N
66	SEPULVEDA BL	VENICE BL	0.764	C	1.124	F	1.127	F	0.003	N	1.127	F	0.003	N
67	LA CIENEGA BL	FAIRFAX AV	0.861	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
68	AIRPORT BL	96TH ST	0.391	A	0.672	B	0.688	B	0.016	N	0.688	B	0.016	N
69	ALLA RD	JEFFERSON BL	0.239	A	0.468	A	0.512	A	0.044	N	0.512	A	0.044	N
70	BEETHOVEN ST	JEFFERSON BL	0.285	A	0.367	A	0.402	A	0.035	N	0.402	A	0.035	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.539	A	0.858	D	0.860	D	0.002	N	0.860	D	0.002	N
72	BUNDY DR	OCEAN PARK BL	1.308	F	1.332	F	1.348	F	0.016	Y	1.318	F	-0.014	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.706	C	0.566	A	0.615	B	0.049	N	0.615	B	0.049	N
74	CENTINELA AV	MARINA FWY WB RAMPS	0.753	C	0.449	A	0.470	A	0.021	N	0.470	A	0.021	N
75	MESMER AV	CENTINELA AV	[a] 32.4	D	0.406	A	0.447	A	0.041	N	0.447	A	0.041	N
76	BLUFF CREEK DR	CENTINELA AV	N/A		0.591	A	0.726	C	0.135	Y	0.696	B	0.107	N
77	INGLEWOOD BL	CULVER BL	0.785	C	0.979	E	1.053	F	0.074	Y	0.824	D	0.013	N
78	CULVER BL	NICHOLSON ST	0.814	D	0.739	C	0.765	C	0.026	N	0.739	C	0.000	N
79	FALMOUTH AV	MANCHESTER AV	0.255	A	0.594	A	0.597	A	0.003	N	0.597	A	0.003	N
80	GLENCOE AV	MAXELLA AV	0.567	A	0.571	A	0.572	A	0.001	N	0.572	A	0.001	N
81	LINCOLN BL	HUGHES TER	0.917	E	0.780	C	0.824	D	0.044	Y	0.798	C	0.018	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.610	B	0.789	C	0.828	D	0.039	Y	0.805	D	0.016	N
83	McCONNELL AV	JEFFERSON BL	[a] 273.4	F	[a] 698.2	F	0.385	A	N/A	N	0.385	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.263	A	0.464	A	0.517	A	0.053	N	0.517	A	0.053	N
85	WESTLAWN AV	JEFFERSON BL	0.379	A	0.473	A	0.572	A	0.099	N	0.572	A	0.099	N
86	LINCOLN BL	LOYOLA BL	0.538	A	0.599	B	0.728	C	0.029	N	0.728	C	0.029	N
87	MINDANAO WY	MARINA FWY EB RAMPS	0.83	D	0.889	D	0.893	D	0.004	N	0.893	D	0.004	N
88	MINDANAO WY	MARINA FWY WB RAMPS	0.616	B	0.635	B	0.635	B	0.000	N	0.635	B	0.000	N
89	PACIFIC AV	WASHINGTON BL	0.647	B	0.697	B	0.699	B	0.002	N	0.699	B	0.002	N
90	PALAWAN WAY	WASHINGTON BL	[a] 19.6	C	0.948	E	0.948	E	0.000	N	0.948	E	0.000	N
91	SEPULVEDA BL	80TH ST/78TH ST	0.793	C	1.005	F	1.022	F	0.017	Y	0.997	E	-0.008	N
92	SEPULVEDA BL	83RD ST	0.627	B	0.859	D	0.873	D	0.014	N	0.873	D	0.014	N
93	WALGROVE AV	VENICE BL	0.659	D	1.079	F	1.082	F	0.003	N	1.082	F	0.003	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	0.875	D	1.311	F	1.314	F	0.003	N	1.314	F	0.003	N
95	BRISTOL PKWY	SLAUSON AV	[a] 19.5	C	0.875	B	0.664	B	0.009	N	0.664	B	0.009	N
96	BRISTOL PKWY	CENTINELA AV	0.538	A	0.571	A	0.620	B	0.049	N	0.620	B	0.049	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.811	D	0.792	C	0.801	D	0.009	N	0.801	D	0.009	N
98	GREEN VALLEY CIR	CENTINELA AV	0.574	A	0.670	B	0.699	B	0.029	N	0.681	B	0.011	N
99	CENTINELA AV	WASHINGTON PL	0.953	E	0.941	E	0.955	E	0.014	Y	0.879	D	-0.062	N
100	OVERLAND AV	CULVER BL	0.748	C	0.945	E	0.966	E	0.021	Y	0.913	E	-0.032	N
101	SEPULVEDA BL	CULVER BL	0.923	E	0.926	E	0.937	E	0.011	Y	0.923	E	-0.003	N
102	SAWTELLE BL	CULVER BL	0.745	C	1.027	F	1.046	F	0.019	Y	0.932	E	-0.095	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.762	C	0.968	E	0.969	E	0.001	N	0.969	E	0.001	N
104	HANNUM AV	PLAYA ST	0.707	C	0.788	C	0.799	C	0.011	N	0.786	C	-0.002	N
105	HANNUM AV	SLAUSON AV	0.480	A	0.536	A	0.541	A	0.005	N	0.541	A	0.005	N
106	JEFFERSON BL	SLAUSON AV	0.539	A	0.654	B	0.691	B	0.037	N	0.691	B	0.037	N
107	MARINA FWY	SLAUSON AV	0.863	B	0.747	C	0.760	C	0.013	N	0.760	C	0.013	N
108	REDWOOD AV	WASHINGTON BL	0.427	A	0.713	C	0.714	C	0.001	N	0.714	C	0.001	N
109	LINCOLN BL	OCEAN PARK BL	1.133	F	1.369	F	1.372	F	0.003	N	1.372	F	0.003	N
110	MAIN ST	OCEAN PARK BL	0.838	D	1.022	F	1.023	F	0.001	N	1.023	F	0.001	N
111	NEILSON WAY	OCEAN PARK BL	0.737	C	0.775	C	0.776	C	0.001	N	0.776	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	0.813	D	1.069	F	1.078	F	0.009	N	1.078	F	0.009	N
113	ADMIRALTY WAY	FIJI WAY	0.501	A	0.647	B	0.659	B	0.012	N	0.659	B	0.012	N
114	ADMIRALTY WAY	MINDANAO WAY	0.921	E	1.132	F	1.145	F	0.013	Y	1.138	F	0.006	N
115	PALAWAN WAY	ADMIRALTY WAY	0.804	D	1.132	F	1.145	F	0.013	Y	1.019	F	-0.113	N
116	VIA MARINA	ADMIRALTY WAY	0.859	D	1.119	F	1.127	F	0.008	N	1.127	F	0.008	N

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INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
117	MAIN ST	PICO BL	0.912	E	0.845	E	0.945	E	0.000	N	0.945	E	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.841	D	0.888	D	0.889	D	0.001	N	0.889	D	0.001	N
119	SEPULVEDA BL	MAPLE AV	0.771	C	1.075	F	1.078	F	0.003	N	1.078	F	0.003	N
120	SEPULVEDA BL	GRAND AV	1.184	F	1.305	F	1.310	F	0.005	N	1.310	F	0.005	N
121	SEPULVEDA BL	MARINE AV	1.133	F	1.330	F	1.332	F	0.002	N	1.332	F	0.002	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.251	F	1.335	F	1.337	F	0.002	N	1.337	F	0.002	N
123	CENTINELA AV	SHORT AV	0.578	A	0.634	B	0.653	B	0.019	N	0.653	B	0.019	N
124	LINCOLN BL	PICO BL	1.065	F	1.228	F	1.232	F	0.004	N	1.232	F	0.004	N
125	OCEAN AV	WILSHIRE BL	0.624	B	0.684	B	0.684	B	0.000	N	0.684	B	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.934	E	0.958	E	0.959	E	0.001	N	0.959	E	0.001	N
127	4TH ST	WILSHIRE BL	0.602	B	0.726	C	0.726	C	0.000	N	0.726	C	0.000	N
128	4TH ST	PICO BL	0.912	E	1.021	F	1.023	F	0.002	N	1.023	F	0.002	N
129	4TH ST	OCEAN PARK BL N	[b] 18.5	C	0.551	A	0.552	A	0.001	N	0.552	A	0.001	N
130	4TH ST	OCEAN PARK BL S	[b] 13.1	B	0.493	A	0.495	A	0.002	N	0.495	A	0.002	N
131	LINCOLN BL	WILSHIRE BL	0.883	D	0.910	E	0.912	E	0.002	N	0.912	E	0.002	N
132	23RD ST	PICO BL	0.975	E	0.988	E	0.990	E	0.002	N	0.990	E	0.002	N
133	23RD ST	OCEAN PARK BL	1.272	F	1.308	F	1.311	F	0.003	N	1.311	F	0.003	N
134	CLOVERFIELD BL	PICO BL	0.891	D	0.915	E	0.917	E	0.001	N	0.917	E	0.001	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.709	C	0.819	D	0.823	D	0.004	N	0.823	D	0.004	N
136	26TH ST	WILSHIRE BL	0.910	E	0.970	E	0.970	E	0.000	N	0.970	E	0.000	N
137	4TH ST	COLORADO AV	0.844	D	0.902	E	0.903	E	0.001	N	0.903	E	0.001	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.928	E	1.116	F	1.116	F	0.000	N	1.116	F	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.889	D	0.919	E	0.920	E	0.001	N	0.920	E	0.001	N
140	ALVERN ST	CENTINELA AV	0.619	B	0.752	C	0.781	C	0.029	N	0.781	C	0.029	N
141	SHERBOURNE DR	CENTINELA AV	0.591	A	0.700	B	0.724	C	0.024	N	0.694	B	-0.005	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	N/A		0.228	A	0.228	A	0.000	N	0.228	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.618	B	0.641	B	0.648	B	0.007	N	0.648	B	0.007	N
144	CORNING AV	SLAUSON AV	0.629	B	0.691	B	0.696	B	0.005	N	0.696	B	0.005	N
145	KINGS RD	SLAUSON AV	0.486	A	0.575	A	0.586	A	0.011	N	0.586	A	0.011	N
146	LA TIJERA BL	SLAUSON AV	0.586	A	0.734	C	0.743	C	0.009	N	0.743	C	0.009	N
147	FAIRFAX AV	SLAUSON AV	0.793	C	1.008	F	1.015	F	0.007	N	1.015	F	0.007	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	0.612	B	1.081	F	1.087	F	0.006	N	1.087	F	0.006	N
149	SAWTELLE BL	WASHINGTON PL	0.525	A	1.072	F	1.075	F	0.003	N	1.075	F	0.003	N
150	SAWTELLE BL	WASHINGTON BL	0.577	A	0.981	E	0.987	E	0.006	N	0.987	E	0.006	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.251	A	0.494	A	0.499	A	0.005	N	0.499	A	0.005	N
152	SAWTELLE BL	BRADDOCK DR	0.700	B	0.753	C	0.758	C	0.005	N	0.758	C	0.005	N
153	SEPULVEDA BL	BRADDOCK DR	0.611	B	0.968	E	0.974	E	0.006	N	0.974	E	0.006	N
154	SEPULVEDA BL	WASHINGTON PL	0.935	B	1.107	F	1.113	F	0.006	N	1.113	F	0.006	N
155	SEPULVEDA BL	WASHINGTON BL	0.789	C	1.026	F	1.035	F	0.009	N	1.035	F	0.009	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	0.728	C	0.977	E	0.985	E	0.008	N	0.985	E	0.008	N
157	OVERLAND AV	VENICE BL	1.002	F	1.145	F	1.151	F	0.006	N	1.151	F	0.006	N
158	OVERLAND AV	WASHINGTON BL	0.863	D	1.213	F	1.221	F	0.008	N	1.221	F	0.008	N
159	OVERLAND AV	BRADDOCK DR	0.616	B	0.965	E	0.974	E	0.009	N	0.974	E	0.009	N
160	MOTOR AV	VENICE BL	0.925	E	1.019	F	1.028	F	0.009	N	1.028	F	0.009	N
161	CULVER BL	VENICE BL	0.916	E	0.994	E	0.997	E	0.003	N	0.997	E	0.003	N
162	MOTOR AV	WASHINGTON BL	0.778	C	0.922	E	0.931	E	0.009	N	0.931	E	0.009	N
163	JEFFERSON BL	NATIONAL BL	0.613	B	0.635	B	0.646	B	0.011	N	0.646	B	0.011	N
164	JEFFERSON BL	RODEO RD	0.807	D	0.878	D	0.886	D	0.008	N	0.886	D	0.008	N
165	JEFFERSON BL	DUQUESNE AV	0.688	D	0.976	E	0.987	E	0.011	Y	0.934	E	-0.042	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.740	C	0.741	C	0.001	N	0.741	C	0.001	N
167	WALGROVE AV	WASHINGTON BL	[a] 16.7	C	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
168	LINCOLN BL	I-10 EB ON RAMP	0.928	E	1.039	F	1.041	F	0.002	N	1.041	F	0.002	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.966	E	1.138	F	1.141	F	0.003	N	1.141	F	0.003	N
170	SEPULVEDA BL	SAWTELLE BL	0.815	D	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
171	ABBOTT KINNEY BL	VENICE BL	0.652	B	0.764	C	0.771	C	0.007	N	0.771	C	0.007	N
172	AIRPORT BL	MANCHESTER AV	0.737	C	0.870	D	0.878	D	0.008	N	0.878	D	0.008	N
173	BUNDY DR	I-10 EB ON-RAMP	0.964	E	1.139	F	1.169	F	0.000	N	1.169	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.739	C	0.794	C	0.799	C	0.005	N	0.799	C	0.005	N

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INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
175	LA BREA AV	CENTINELA AV	1.134	F	1.192	F	1.201	F	0.009	N	1.132	F	-0.060	N
176	DOUGLAS ST	IMPERIAL HWY	0.432	A	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
177	VISTA DEL MAR	GRAND AV	0.508	A	0.540	A	0.548	A	0.008	N	0.548	A	0.008	N
178	CRENSHAW BL	SLAUSON AV	1.287	F	1.289	F	1.292	F	0.003	N	1.292	F	0.003	N
179	FAIRFAX AV	WASHINGTON BL	0.697	B	0.693	B	0.700	B	0.007	N	0.700	B	0.007	N
180	CRENSHAW BL	FLORENCE AV	0.824	D	0.873	D	0.875	D	0.002	N	0.875	D	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.464	A	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
182	MAIN ST	IMPERIAL HWY	0.872	B	0.904	E	0.906	E	0.002	N	0.906	E	0.002	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.329	A	0.425	A	0.427	A	0.002	N	0.427	A	0.002	N
184	VISTA DEL MAR	IMPERIAL HWY	0.462	A	0.483	A	0.490	A	0.007	N	0.490	A	0.007	N
185	LA CIENEGA BL	IMPERIAL HWY	0.463	A	0.464	A	0.464	A	0.000	N	0.464	A	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.634	B	0.689	B	0.691	B	0.002	N	0.691	B	0.002	N
187	LA BREA AV	I-10 WB OFF RAMP	0.637	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	0.989	E	1.123	F	1.124	F	0.001	N	1.124	F	0.001	N
189	LA BREA AV	SLAUSON AV	0.961	E	1.081	F	1.090	F	0.009	N	1.090	F	0.009	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	1.067	F	1.168	F	1.174	F	0.006	N	1.174	F	0.006	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	[a] 34.8	D	0.785	C	0.786	C	0.001	N	0.786	C	0.001	N
192	LA CIENEGA BL	111TH ST	0.357	A	0.531	A	0.532	A	0.001	N	0.532	A	0.001	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.503	A	0.506	A	0.508	A	0.002	N	0.508	A	0.002	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.255	A	0.306	A	0.307	A	0.001	N	0.307	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.311	A	0.516	A	0.519	A	0.003	N	0.519	A	0.003	N
196	LA CIENEGA BL	MANCHESTER BL	0.928	E	0.940	E	0.942	E	0.002	N	0.942	E	0.002	N
197	LA CIENEGA BL	STOCKER ST	1.088	F	1.219	F	1.226	F	0.007	N	1.226	F	0.007	N
198	LA CIENEGA BL	VENICE BL	0.990	E	1.064	F	1.065	F	0.001	N	1.065	F	0.001	N
199	LA CIENEGA BL	WASHINGTON BL	0.770	C	0.816	D	0.817	D	0.001	N	0.917	D	0.001	N
200	SEPULVEDA BL	WESTCHESTER PKWY	0.792	C	1.200	F	1.239	F	0.039	Y	1.185	F	-0.015	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.561	A	0.620	B	0.623	B	0.003	N	0.623	B	0.003	N
202	I-405 NB OFF RAMP	CENTURY BL	0.565	A	0.600	A	0.601	B	0.001	N	0.601	B	0.001	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.579	A	0.600	A	0.600	A	0.000	N	0.600	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.818	D	0.840	D	0.841	D	0.001	N	0.841	D	0.001	N
205	INGLEWOOD AV	LENNOX BL	0.914	D	0.920	E	0.921	E	0.001	N	0.921	E	0.001	N
206	CENTINELA AV	FLORENCE AV	0.780	C	0.825	D	0.832	D	0.007	N	0.832	D	0.007	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.552	A	0.620	B	0.621	B	0.001	N	0.621	B	0.001	N
208	SEPULVEDA BL/PCH	ARTESIA BL	1.209	F	1.220	F	1.222	F	0.002	N	1.222	F	0.002	N
209	CENTINELA AV	VENICE BL	1.167	F	1.332	F	1.350	F	0.018	Y	1.251	F	-0.081	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.623	B	0.661	B	0.667	B	0.006	N	0.667	B	0.006	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.556	A	0.577	A	0.583	A	0.006	N	0.583	A	0.006	N
212	OVERLAND AV	PALMS BL	0.857	D	1.106	F	1.111	F	0.005	N	1.111	F	0.005	N
215	PLAYA VISTA DR	CULVER BL	N/A		0.474	A	0.478	A	0.004	N	0.478	A	0.004	N
216	PLAYA VISTA DR	B ST	N/A		0.337	A	0.344	A	0.007	N	0.344	A	0.007	N
217	PLAYA VISTA DR	JEFFERSON BL	N/A		0.715	C	0.744	C	0.029	N	0.744	C	0.029	N
218	PLAYA VISTA DR	BLUFF CREEK DR	N/A		0.549	A	0.599	A	0.050	N	0.599	A	0.050	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A				0.455	A	N/A	N	0.455	A	N/A	N
220	12TH ST	BLUFF CREEK DR	N/A		0.415	A	0.525	A	0.110	N	0.525	A	0.110	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT

AM PEAK HOUR

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ARBOR VITAE I/S No: 20110

AM/PM: AM Comments: INT# 1

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	189	865	103	53	861	99	144	781	27	225	408	342
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	865	103	53	861	99	144	781	27	225	408	342
LANE	1 0 1	0 1 0	0	1 0	3 0	0 1 0	1 0	1 0	1 0	1 0	2 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: 287 B: 53

EastBound A: 342 B: 225

WestBound A: 404 B: 144

NorthBound A: 484 B: 189

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 = (484 + 53 + 404 + 225) / *1500 = 0.707 LOS = C

Developed by Chun Wong 12/04

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

AM/PM: AM Comments: INT# 2

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	683	0	414	0	1991	630	376	1237	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	683	0	414	0	1991	630	376	1237	0
LANE	0 0 0	0 0 0		3 0	0 0	2 0	0 0 4	0 1 0		2 0 4	0 0 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: 125 B: 253

EastBound A: 309 B: 707

WestBound A: 584 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 = (0 + 253 + 584 + 707) / *1375 = 0.631 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

AM/PM: AM Comments: INT# 3

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	105	223	552	124	227	64	803	895	23	58	742	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	223	552	124	227	64	803	895	23	58	742	34
LANE	0 1 0	1 1 0		0 1 0	0 1 0		2 0 1	0 1 0		1 0 2	0 1 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: 251 B: 124

EastBound A: 259 B: 58

WestBound A: 459 B: 442

NorthBound A: 293 B: 105

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 = (293 + 124 + 442 + 259) / *1375 = 0.749 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: AM Comments: INT# 4

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	306	540	108	55	584	98	119	640	14	50	485	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	306	540	108	55	584	98	119	640	14	50	485	314
LANE	2 0 2	0 1 0		1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 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: 331 B: 55

EastBound A: 400 B: 50

WestBound A: 327 B: 119

NorthBound A: 270 B: 168

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 = (168 + 331 + 119 + 400) / *1375 = 0.670 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

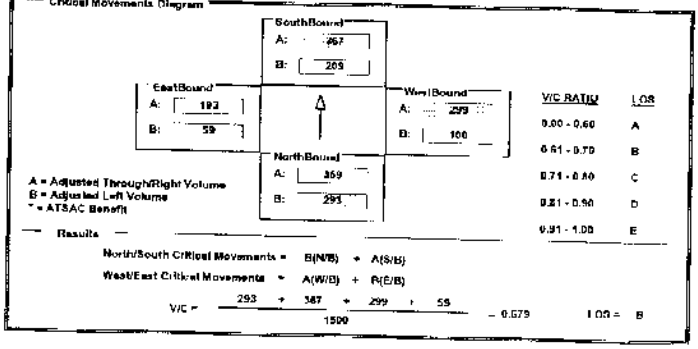
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	293	848	72	209	632	102	100	598	186	59	284	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	848	72	209	632	102	100	598	186	59	284	99
LANE	1	0	1	0	1	0	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



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 = (293 + 467 + 299 + 55) / 1500 = 0.679 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

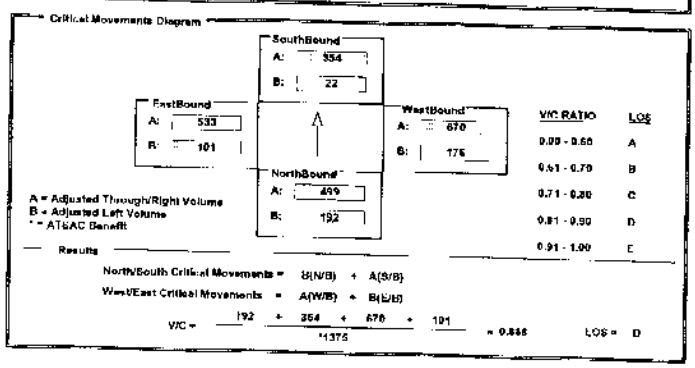
AM/PM: AM Comments: INT# 6

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	520	930	68	40	835	227	176	2490	189	101	1725	406
AMBIENT												
RELATED												
PROJECT												
TOTAL	520	930	68	40	835	227	176	2490	189	101	1725	406
LANE	3	0	1	0	1	0	0	2	0	2	0	1	0	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



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 = S(N/B) + A(S/B)

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

V/C = (192 + 354 + 670 + 101) / 1375 = 0.888 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19700

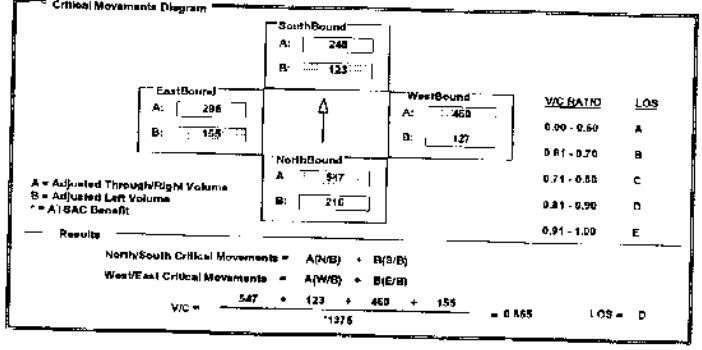
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	393	1084	281	223	495	510	231	1380	561	282	724	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	1084	281	223	495	510	231	1380	561	282	724	160
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (547 + 123 + 460 + 155) / 1375 = 0.855 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

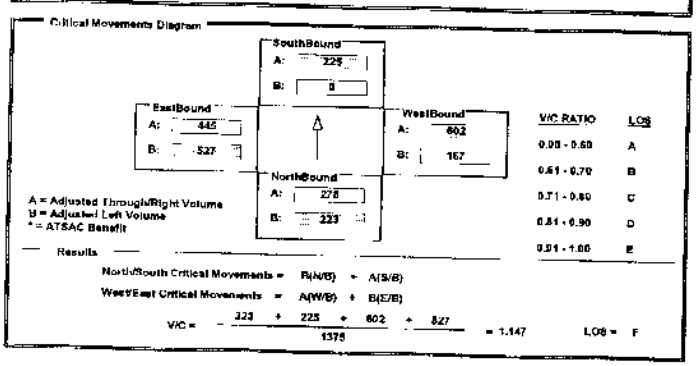
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	223	457	99	0	450	368	167	1203	23	527	889	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	457	99	0	450	368	167	1203	23	527	889	281
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	1	0	2	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (323 + 225 + 602 + 827) / 1375 = 1.147 LOS = F

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

AM/PM: AM Comments: INT# 9

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	212	1328	725	129	874	311	634	1568	513	183	1305	326
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	1328	725	129	874	311	634	1568	513	183	1305	326
LANE	2	0	3	0	1	0	2	0	4	0	1	0	2	0	3	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: 266 B: 71
EastBound A: 408 B: 98
WestBound A: 629 B: 349
NorthBound A: 551 B: 117

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 = (551 + 71 + 349 + 408) / 1375 = 1.003 LOS = F

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALTWAY I/S No: 20449

AM/PM: AM Comments: INT# 10

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	1961	39	26	2224	376	0	0	13	563	0	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1961	39	26	2224	376	0	0	13	563	0	192
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	1	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: 857 B: 26
EastBound A: 282 B: 282
WestBound A: 13 B: 0
NorthBound A: 667 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) + A(E/B)

V/C = (136 + 857 + 13 + 282) / 1375 = 0.874 LOS = D

0.874 D

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

AM/PM: AM Comments: INT# 11

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	55	1057	151	175	1246	301	192	654	195	253	647	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1057	151	175	1246	301	192	654	195	253	647	23
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	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: 774 B: 175
EastBound A: 335 B: 263
WestBound A: 425 B: 192
NorthBound A: 529 B: 55

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 = (55 + 774 + 425 + 263) / 1500 = 0.935 LOS = E

0.935 E

Developed by Chun Wong, 12/94

0.805

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20519

AM/PM: AM Comments: INT# 12

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	39	199	165	587	534	665	230	1432	528	460	934	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	199	165	587	534	665	230	1432	528	460	934	170
LANE	2	0	3	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 412 B: 323
EastBound A: 311 B: 253
WestBound A: 477 B: 127
NorthBound A: 66 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 = B(N/B) + A(S/B)

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

V/C = (39 + 412 + 477 + 253) / 1375 = 0.776 LOS = C

0.776 C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

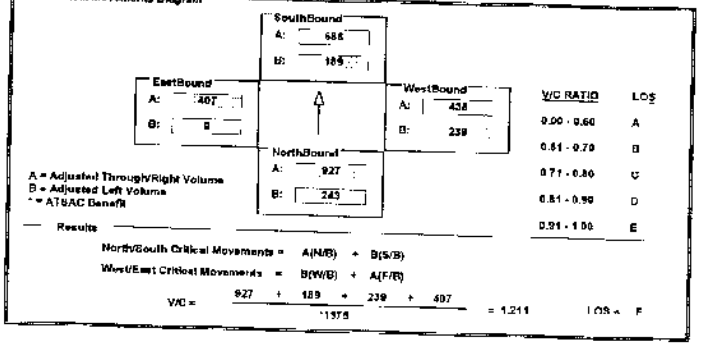
AM/PM: AM Comments: INT# 13

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	243	2710	72	189	1987	78	239	1315	215	0	1065	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	243	2710	72	189	1987	78	239	1315	215	0	1065	157
LANE	1 0 2 0 1 0			1 0 2 0 1 0			1 0 2 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



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 = (927 + 189 + 239 + 407) / 1375 = 1.211 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

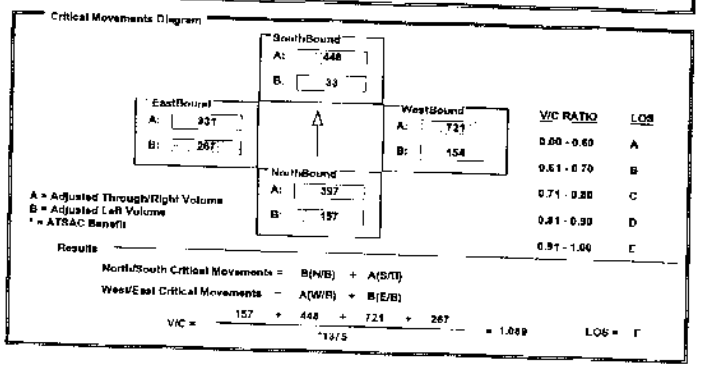
AM/PM: AM Comments: INT# 14

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	285	1059	133	33	1141	203	280	1421	21	267	941	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	285	1059	133	33	1141	203	280	1421	21	267	941	51
LANE	2 0 2 0 1 0			1 0 2 0 1 0			2 0 1 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



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 = (157 + 448 + 721 + 267) / 1375 = 1.089 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

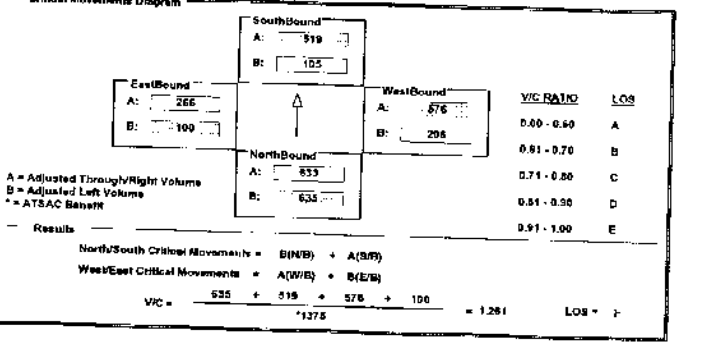
AM/PM: AM Comments: INT# 15

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	1154	1898	301	191	1557	117	374	960	192	100	798	976
AMBIENT												
RELATED												
PROJECT												
TOTAL	1154	1898	301	191	1557	117	374	960	192	100	798	976
LANE	2 0 3 0 1 0			2 0 3 0 1 0			2 0 1 0 1 0			1 0 3 0 0 2 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

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 = (535 + 519 + 576 + 100) / 1375 = 1.261 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

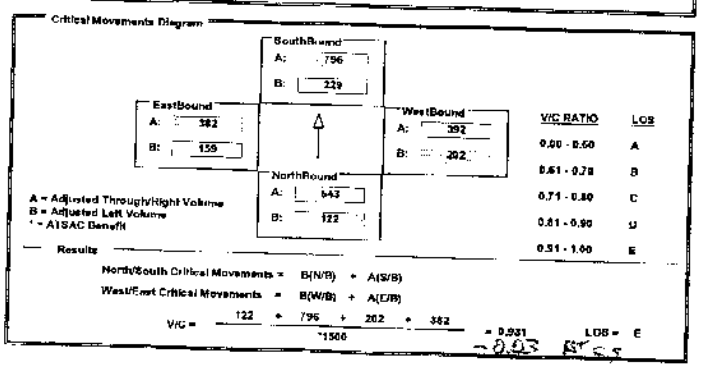
AM/PM: AM Comments: INT# 16

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	122	944	141	229	1591	110	202	620	184	159	654	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	944	141	229	1591	110	202	620	184	159	654	110
LANE	1 0 1 0 1 0			1 0 2 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



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 = (122 + 796 + 202 + 382) / 1500 = 0.931 LOS = E

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 10680

AM/PM: AM Comments: INT# 17

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	74	0	2684	265	496	63	471	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3486	74	0	2684	265	496	63	471	0	0	0

LANE: 0 0 4 | 0 0 1 | 0 0 4 | 0 0 1 | 1 1 0 | 0 2 0 | 0 0 0 | 0 0 0

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

Critical Movements Diagram

SouthBound A: 671 B: 0
EastBound A: 0 B: 0
WestBound A: 288 B: 289
NorthBound A: 872 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 = 872 + 0 + 289 + 0 / 1500 = 0.698 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: AM Comments: INT# 18

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	1991	586	16	1348	0	711	0	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1991	586	16	1348	0	711	0	13	0	0	0

LANE: 0 0 1 | 0 1 1 | 0 0 1 | 1 0 0 | 0 1 0 | 2 0 0 | 0 0 0 | 0 0 0

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

Critical Movements Diagram

SouthBound A: 722 B: 16
EastBound A: 0 B: 0
WestBound A: 15 B: 391
NorthBound A: 996 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 = 996 + 16 + 391 + 0 / 1500 = 0.865 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20390

AM/PM: AM Comments: INT# 19

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	1038	1270	445	1985	0	0	0	0	61	0	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1038	1270	445	1985	0	0	0	0	61	0	191

LANE: 0 0 2 | 0 0 2 | 0 1 0 | 3 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 1 1 0 | 0 1 0 | 0

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

Critical Movements Diagram

SouthBound A: 562 B: 445
EastBound A: 191 B: 61
WestBound A: 0 B: 0
NorthBound A: 899 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 = 899 + 445 + 0 + 191 / 1500 = 0.920 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

AM/PM: AM Comments: INT# 20

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	213	887	0	0	932	115	843	512	55	69	0	655
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	887	0	0	932	115	843	512	55	69	0	655

LANE: 1 0 2 | 0 0 0 | 0 0 2 | 0 1 0 | 0 1 1 | 0 0 1 | 0 0 0 | 1 0 0 | 1 0 0

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

Critical Movements Diagram

SouthBound A: 349 B: 0
EastBound A: 655 B: 69
WestBound A: 470 B: 470
NorthBound A: 444 B: 213

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	F

Results

North/South Critical Movements = B(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + A(E/B)

V/C = 213 + 349 + 470 + 655 / 1425 = 1.114 LOS = F

Developed by Chun Wong, 12/94

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99228

AM/PM: AM Comments: INT# 21

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	878	1008	45	441	0	1113	0	7	15	242	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	878	1008	45	441	0	1113	0	7	15	242	302
LANE	0	0	2	0	0	2	1	0	2	0	0	0	2	0	0	1	0	1	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 221 B: 45

EastBound A: 569 B: 15

WestBound A: 7 B: 612

NorthBound A: 439 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 = (439 + 45 + 612 + 559) / *1426 = 1.091 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

AM/PM: AM Comments: INT# 22

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	229	5	1245	75	32	3	18	1214	119	14	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	229	5	1245	75	32	3	18	1214	119	14	0
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 107 B: 461

EastBound A: 133 B: 119

WestBound A: 616 B: 0

NorthBound A: 118 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) + A(E/B)

V/C = (118 + 461 + 616 + 133) / *1276 = 0.896 LOS = D

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

AM/PM: AM Comments: INT# 23

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	280	2639	413	263	1578	174	172	384	205	133	245	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	280	2639	413	263	1578	174	172	384	205	133	245	294
LANE	2	0	3	0	1	0	2	0	4	0	1	0	1	1	1	0	0	1	0	1	1	0	0	1
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: 395 B: 148

EastBound A: 217 B: 126

WestBound A: 192 B: 172

NorthBound A: 946 B: 154

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 = (946 + 148 + 172 + 217) / 1375 = 1.076 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

AM/PM: AM Comments: INT# 24

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	611	2285	39	28	2178	97	29	37	27	113	58	817
AMBIENT												
RELATED												
PROJECT												
TOTAL	611	2285	39	28	2178	97	29	37	27	113	58	817
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	1	0	1	0	1	0	1	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: 768 B: 28

EastBound A: 58 B: 113

WestBound A: 64 B: 29

NorthBound A: 762 B: 336

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 = (336 + 768 + 64 + 113) / *1425 = 0.823 LOS = D

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: AM Comments: INT# 25

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	12	1206	96	347	838	28	42	11	735	203	64	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	1206	96	347	838	28	42	11	735	203	64	28

LANE: 1 0 1 0 1 0 0 | 1 0 0 0 1 0 0 | 1 0 0 0 1 0 0 | 0 0 0 1 0 0 0

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

Critical Movements Diagram

SouthBound A: 555 B: 347

EastBound A: 295 B: 203

WestBound A: 661 B: 42

NorthBound A: 651 B: 12

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 = (651 + 347 + 661 + 203) / 1375 = 1.281 LOS = F

Developed by Chun Wong 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19665

AM/PM: AM Comments: INT# 26

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	3055	1049	534	2097	0	1199	0	251	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3055	1049	534	2097	0	1199	0	251	0	0	0

LANE: 0 0 4 0 0 1 0 | 2 0 3 0 0 0 0 | 3 0 0 0 1 0 | 0 0 0 0 0 0

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

Critical Movements Diagram

SouthBound A: 699 B: 294

EastBound A: 0 B: 0

WestBound A: 0 B: 444

NorthBound A: 764 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 = (764 + 294 + 444 + 0) / *1425 = 0.984 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 10080

AM/PM: AM Comments: INT# 27

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	3	0	2	879	8	137	12	295	1122	516	795	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	2	879	8	137	12	295	1122	516	795	5

LANE: 0 0 0 1 0 0 0 | 1 0 0 1 0 1 0 | 1 0 2 0 0 1 0 | 2 0 1 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 444 B: 444

EastBound A: 400 B: 284

WestBound A: 879 B: 12

NorthBound A: 5 B: 3

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 = (5 + 444 + 879 + 284) / *1376 = 0.957 LOS = E

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: AM Comments: INT# 28

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	181	2064	813	445	2704	28	290	153	410	308	478	242
AMBIENT												
RELATED												
PROJECT												
TOTAL	181	2064	813	445	2704	28	290	153	410	308	478	242

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 1 0

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

Critical Movements Diagram

SouthBound A: 683 B: 245

EastBound A: 159 B: 169

WestBound A: 288 B: 153

NorthBound A: 735 B: 181

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 = (735 + 245 + 288 + 169) / *1376 = 0.974 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

AM/PM: AM Comments: INT# 29

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	175	497	180	201	556	198	137	772	127	97	720	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	497	180	201	556	198	137	772	127	97	720	159

LANE: 1 0 1 0 0 1 0 | 1 0 1 0 0 1 0 | 1 0 2 0 0 1 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 556 B: 201
EastBound A: 440 B: 97
WestBound A: 386 B: 137
NorthBound A: 497 B: 175

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 = (175 + 556 + 137 + 440) / 1425 = 0.848 LOS = D

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0.79

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: AM Comments: INT# 30

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	242	8	176	0	0	0	338	1083	603	330	1041	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	8	176	0	0	0	338	1083	603	330	1041	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

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

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 347 B: 338
WestBound A: 603 B: 0
NorthBound A: 213 B: 213

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	F

Results

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

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

V/C = (213 + 0 + 603 + 338) / 1200* = 0.885 LOS = D

Developed by Chun Wong, 1998

0.885

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

AM/PM: AM Comments: INT# 31

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	0	0	123	0	672	338	1326	0	330	919	231
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	123	0	672	338	1326	0	330	919	231

LANE: 0 0 0 0 0 0 0 | 1 0 0 1 0 1 0 | 2 0 2 0 0 0 0 | 0 0 3 0 0 1 0

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

Critical Movements Diagram

SouthBound A: 336 B: 123
EastBound A: 306 B:
WestBound A: 563 B: 186
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 = (0 + 336 + 563 + 0) / 1200* = 0.783 LOS = C

Developed by Chun Wong, 1998

0.783

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

AM/PM: AM Comments: INT# 32

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	150	2622	347	159	2096	584	308	901	136	331	610	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	2622	347	159	2096	584	308	901	136	331	610	140

LANE: 1 0 2 0 1 0 0 | 1 0 3 0 1 0 | 2 0 2 0 1 0 | 2 0 1 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	OLA	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 699 B: 159
EastBound A: 375 B: 182
WestBound A: 451 B: 169
NorthBound A: 990 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 = A(N/B) + B(S/B)

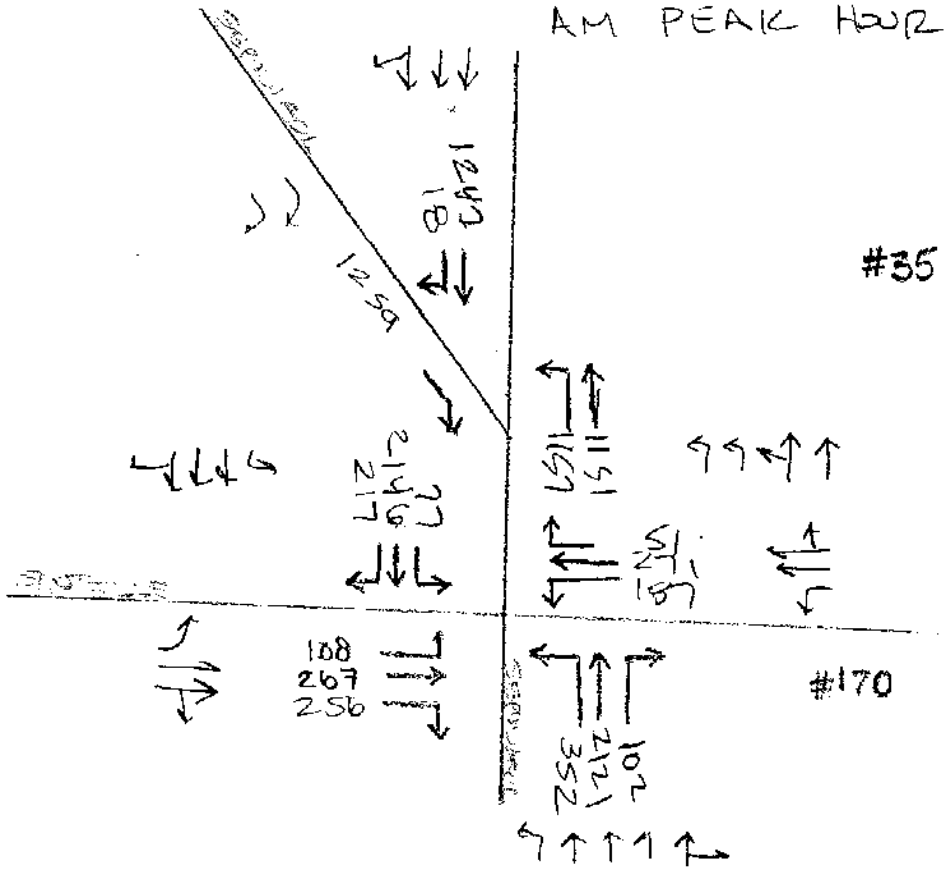
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (990 + 159 + 451 + 375) / 1425 = 1.316 LOS = F

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#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 W/PROJECT
AM PEAK HOUR



(1) 1259/2 = 630 OR 1151/3 = 386 OR (2121 + 102)/4 = 556 OR (352)

(2) 630 OR 386 OR (2146 + 217)/3 = 788 OR 556

(3) (1247 + 18)/3 = (422) OR 788 OR 556 788 − 422 − 77 = (289)

(4) 386 OR (77) OR 788

(5) 386 OR (187 + 267 + 256)/2 = (449) OR (108 + 271 + 51)/2 = 269

CRITICAL VOLUMES = 352 + 289 + 422 + 77 + 449 = 1,589

V/C = (1589/1375) − 0.07 (ATSAC) = 1.086 LOS F

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

AM/PM: AM Comments: INT# 33

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	58	2339	737	307	2379	339	1152	327	368	197	299	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2339	737	307	2379	339	1152	327	368	197	299	88
LANE	1 0 3	0 1 1	0	2 0 3	0 1 0	0	2 0 2	0 0 2	0	1 0 2	0 1 0	
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 669 B: 469

EastBound A: 125 B: 197

WestBound A: 154 B: 634

NorthBound A: 615 B: 58

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 = (615 + 159 + 634 + 125) / 1375 = 1.054 LOS = F

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

AM/PM: AM Comments: INT# 34

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	560	750	34	368	740	320	64	1080	441	372	941	397
AMBIENT												
RELATED												
PROJECT												
TOTAL	560	750	34	368	740	320	64	1080	441	372	941	397
LANE	2 0 1	0 1	0 0	2 0 2	0 0 1	0	2 0 2	0	0 1 0	2 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: 370 B: 202

EastBound A: 471 B: 255

WestBound A: 540 B: 36

NorthBound A: 392 B: 508

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 = (508 + 370 + 540 + 255) / 1375 = 1.035 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

AM/PM: AM Comments: INT# 36

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	2864	88	0	2351	1376	0	0	0	1289	335	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2864	88	0	2351	1376	0	0	0	1289	335	12
LANE	0 0 2	0 1	0 0	0 0 2	0 1	1 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: 932 B: 0

EastBound A: 347 B: 477

WestBound A: 0 B: 0

NorthBound A: 984 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 = (984 + 0 + 0 + 477) / 1500 = 0.984 LOS = E

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99180

AM/PM: AM Comments: INT# 37

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	2718	148	192	2236	82	294	816	354	124	700	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	2718	148	192	2236	82	294	816	354	124	700	234
LANE	2 0 2	0 1	0 0	2 0 2	0 1	0 0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 773 B: 186

EastBound A: 550 B: 124

WestBound A: 468 B: 294

NorthBound A: 955 B: 271

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 = (955 + 186 + 294 + 550) / 1375 = 1.170 LOS = F

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

AM/PM: AM Comments: INT# 38

COUNT DATE: STUDY DATE: GROWTH FACTOR:

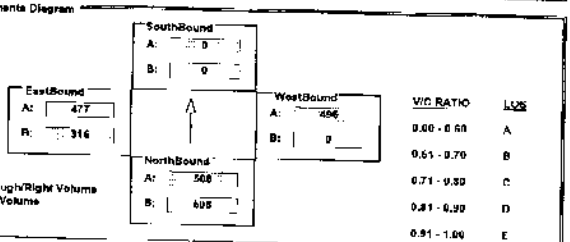
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	875	16	125	0	0	0	0	1985	171	574	1432	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	875	16	125	0	0	0	0	1985	171	574	1432	0

LANE																						
	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0

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

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) + A(S/B)

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

V/C = (508 + 0 + 496 + 316) / 1425 = 0.926 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99194

AM/PM: AM Comments: INT# 39

COUNT DATE: STUDY DATE: GROWTH FACTOR:

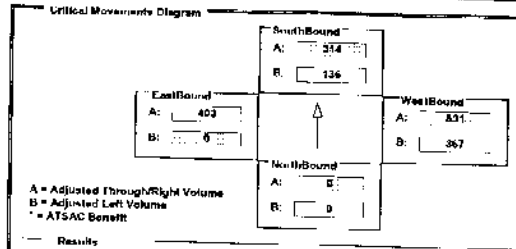
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	136	1	570	367	2492	0	0	1871	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	1	570	367	2492	0	0	1871	142

LANE																						
	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	4	0	1	0

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

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) + A(S/B)

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

V/C = (0 + 314 + 831 + 0) / 1425 = 0.804 LOS = D

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

AM/PM: AM Comments: INT# 40

COUNT DATE: STUDY DATE: GROWTH FACTOR:

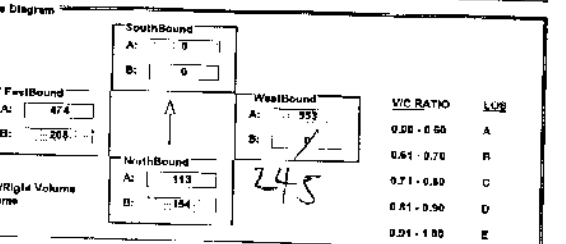
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	3	113	0	0	0	245	1318	341	379	1422	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3	113	0	0	0	245	1318	341	379	1422	0

LANE																						
	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0

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

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 = (154 + 0 + 553 + 208) / 1200* = 0.698 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

AM/PM: AM Comments: INT# 41

COUNT DATE: STUDY DATE: GROWTH FACTOR:

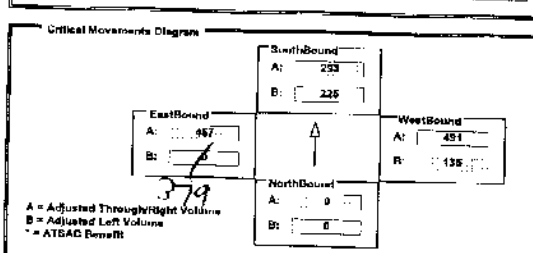
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	225	0	361	245	1472	0	379	1198	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	225	0	361	245	1472	0	379	1198	172

LANE																						
	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0

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

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) + A(S/B)

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

V/C = (0 + 293 + 135 + 457) / 1200* = 0.664 LOS = B

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20AMPROJ

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

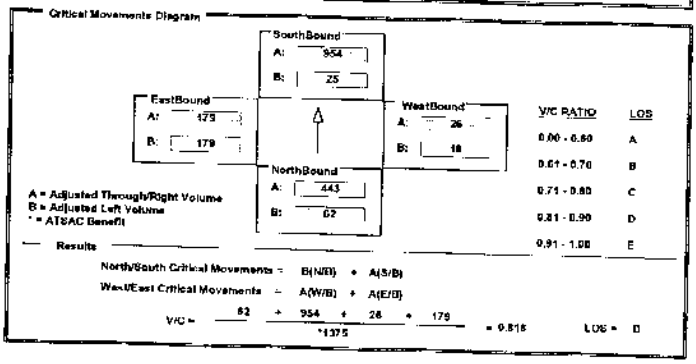
AM/PM: AM Comments: INT# 42

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	112	1753	17	25	2731	131	18	4	4	357	0	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	1753	17	25	2731	131	18	4	4	357	0	80
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (62 + 954 + 26 + 179) / 1375 = 0.818 LOS = D

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20AMPROJ

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

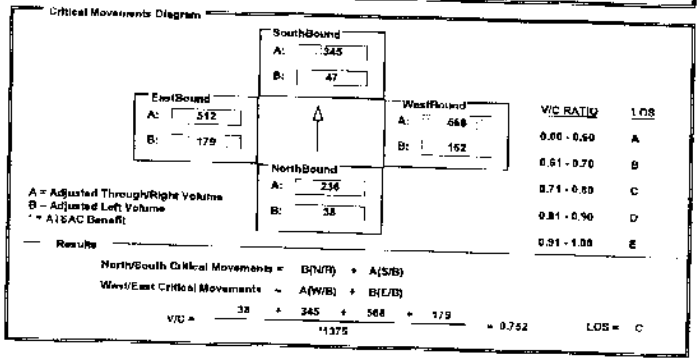
AM/PM: AM Comments: INT# 43

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	38	471	180	47	526	435	162	1136	33	179	1023	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	471	180	47	526	435	162	1136	33	179	1023	7
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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (38 + 345 + 568 + 179) / 1375 = 0.752 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

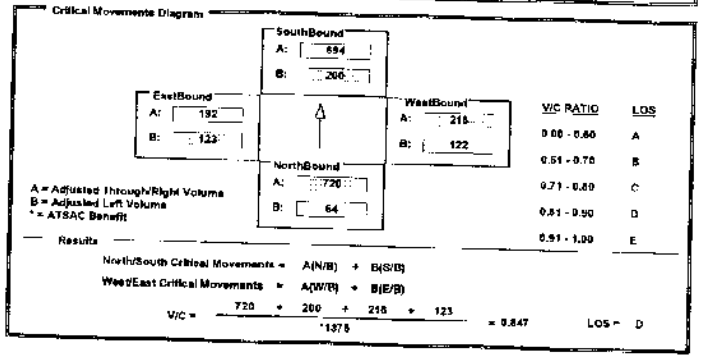
AM/PM: AM Comments: INT# 44

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	64	2159	142	200	2083	127	222	307	128	123	307	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	2159	142	200	2083	127	222	307	128	123	307	77
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (720 + 200 + 216 + 123) / 1375 = 0.847 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

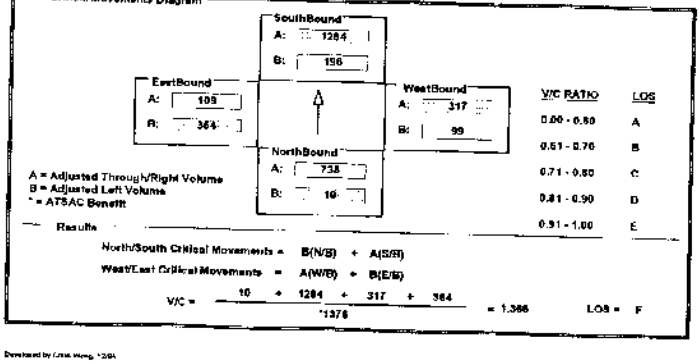
AM/PM: AM Comments: INT# 45

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	10	2894	59	196	3769	83	99	41	415	364	67	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	2894	59	196	3769	83	99	41	415	364	67	42
LANE	1	0	3	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (10 + 1284 + 317 + 364) / 1375 = 1.366 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: AM Comments: INT# 45

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	108	1741	162	592	2817	420	159	505	735	431	543	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1741	162	592	2817	420	159	505	735	431	543	153
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: 1079 B: 592
EastBound A: 772 B: 431
WestBound A: 253 B: 159
NorthBound A: 476 B: 108

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 = (108 + 1079 + 253 + 431) / *1375 = 1.291 LOS = F

Developed by Chun Wong, 1996

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: AM Comments: INT# 47

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	2273	251	921	2291	0	342	0	1004	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2273	251	921	2291	0	342	0	1004	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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 764 B: 507
EastBound A: 0 B: 0
WestBound A: 299 B: 188
NorthBound A: 841 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 = (841 + 507 + 299 + 0) / *1425 = 1.086 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXILLA AV I/S No: 20453

AM/PM: AM Comments: INT# 48

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	225	2598	270	193	2533	55	468	25	141	169	106	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	2598	270	193	2533	55	468	25	141	169	106	172
LANE	2 0 3 0 0 1 0			2 0 3 0 1 0 0			1 1 0 0 0 1 0			1 0 1 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: 847 B: 196
EastBound A: 110 B: 169
WestBound A: 247 B: 247
NorthBound A: 856 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) + B(S/B)

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

V/C = (856 + 196 + 247 + 169) / *1375 = 0.935 LOS = E

0.909

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

AM/PM: AM Comments: INT# 49

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	1994	323	270	1980	93	196	651	176	0	906	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	1994	323	270	1980	93	196	651	176	0	906	70
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			2 0 1 0 1 0 0			0 0 1 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: 691 B: 276
EastBound A: 488 B: 0
WestBound A: 414 B: 108
NorthBound A: 665 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 = A(N/B) + B(S/B)

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

V/C = (665 + 270 + 108 + 488) / *1375 = 1.043 LOS = F

1.013

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20180

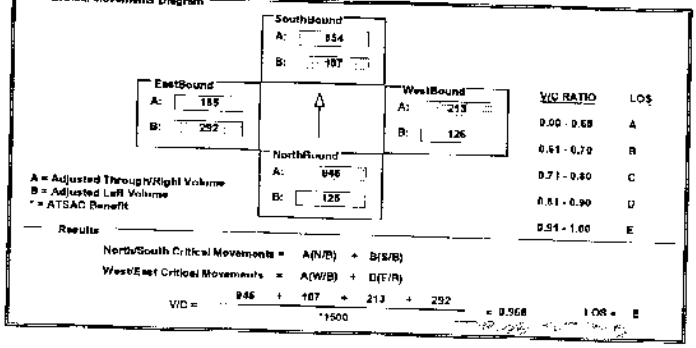
AM/PM: AM Comments: INT# 50

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	125	1855	34	107	1708	157	126	213	212	292	249	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	1855	34	107	1708	157	126	213	212	292	249	121
LANE	1 0	1 0	1 0	0	1 0	2 0	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



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 = (946 + 107 + 213 + 292) / *1500 = 0.568 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

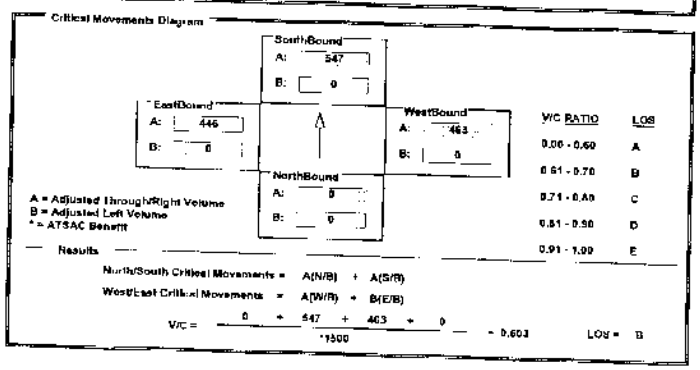
AM/PM: AM Comments: INT# 51

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	2166	0	0	1853	2160	0	1784	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2188	0	0	1853	2160	0	1784	0
LANE	0 0	0 0	0 0	0	0 4	0 0	0	0 4	0 3	0	0 4	0 0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 547 + 463 + 0) / *1500 = 0.603 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

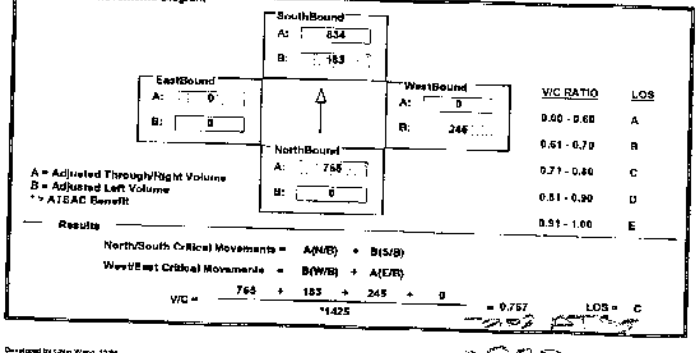
AM/PM: AM Comments: INT# 52

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	3061	559	333	3337	0	663	0	70	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3061	559	333	3337	0	663	0	70	0	0	0
LANE	0 0	3 0	1 0	2	0 4	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



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 = (765 + 183 + 246 + 0) / *1425 = 0.757 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

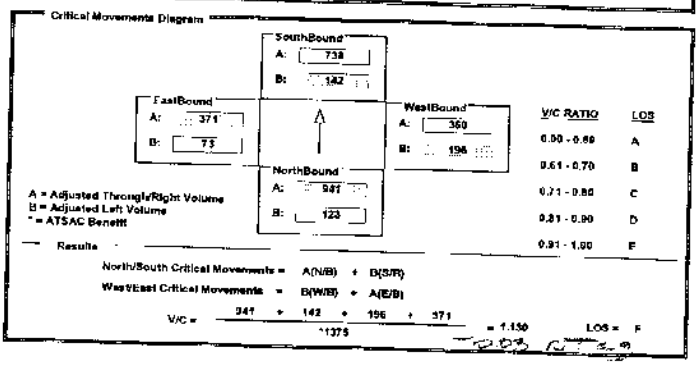
AM/PM: AM Comments: INT# 53

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	224	1685	197	258	1424	52	356	719	350	133	1114	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	1685	197	258	1424	52	356	719	350	133	1114	194
LANE	2 0	1 0	1 0	0	2 0	1 0	1	0 0	2 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: Auto	

Critical Movements Diagram



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 = (947 + 142 + 196 + 371) / *1375 = 1.150 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

AM/PM: AM Comments: INT# 54

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	711	1774	328	242	1726	179	244	616	176	275	1152	699
AMBIENT												
RELATED												
PROJECT												
TOTAL	711	1774	328	242	1726	179	244	616	176	275	1152	699
LANE	2	0	2	0	1	0	0	2	0	2	0	0	1	0	0	2	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: Auto				

Critical Movements Diagram

SouthBound A: 635 B: 133

EastBound A: 575 B: 151

WestBound A: 306 B: 134

NorthBound A: 791 B: 391

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 = (391 + 635 + 134 + 575) / 1375 = 1.198 LOS = F

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2BAMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20980

AM/PM: AM Comments: INT# 55

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	76	825	81	107	328	20	64	136	132	24	133	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	825	81	107	328	20	64	136	132	24	133	25
LANE	1	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	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: 348 B: 107

EastBound A: 132 B: 24

WestBound A: 332 B: 64

NorthBound A: 459 B: 76

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 = (459 + 107 + 332 + 24) / 1500 = 0.541 LOS = A

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20060

AM/PM: AM Comments: INT# 56

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	18	683	172	176	577	40	110	33	245	33	32	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	683	172	176	577	40	110	33	245	33	32	8
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 309 B: 176

EastBound A: 29 B: 33

WestBound A: 157 B: 110

NorthBound A: 342 B: 18

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 = (342 + 176 + 157 + 33) / 1375 = 0.445 LOS = A

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: AM Comments: INT# 57

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	199	2230	109	385	2167	414	88	1086	365	142	773	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2230	109	385	2167	414	88	1086	365	142	773	84
LANE	1	0	3	0	2	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	2	0	0	1	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: 722 B: 212

EastBound A: 387 B: 78

WestBound A: 483 B: 88

NorthBound A: 585 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 = (199 + 722 + 483 + 78) / 1375 = 1.098 LOS = F

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99328

AM/PM: AM Comments: INT# 58

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	2661	187	475	2283	105	58	87	186	127	187	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	2661	187	475	2283	105	58	87	186	127	187	53
LANE	1	0	4	0	1	0	2	0	3	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 597 B: 261
EastBound A: 249 B: 127
WestBound A: 87 B: 86
NorthBound A: 715 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 = B(W/B) + A(E/B)

V/C = (715 + 261 + 86 + 249) / 1425 = 0.901 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

AM/PM: AM Comments: INT# 59

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	773	663	234	770	0	261	0	18	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	773	663	234	770	0	261	0	18	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 385 B: 234
EastBound A: 0 B: 0
WestBound A: 0 B: 97
NorthBound A: 387 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 = (387 + 234 + 97 + 0) / 1425 = 0.434 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

AM/PM: AM Comments: INT# 60

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	138	1624	352	53	1994	773	268	376	245	465	370	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	1624	352	53	1994	773	268	376	245	465	370	12
LANE	1	0	2	0	1	0	1	0	2	0	1	1	0	2	0	2	0	1	0	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: 692 B: 53
EastBound A: 191 B: 256
WestBound A: 245 B: 147
NorthBound A: 669 B: 138

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 = (138 + 692 + 245 + 256) / 1375 = 0.898 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

AM/PM: AM Comments: INT# 61

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	2941	634	575	1607	110	169	428	396	212	559	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	2941	634	575	1607	110	169	428	396	212	559	78
LANE	2	0	4	0	1	0	2	0	3	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: 636 B: 316
EastBound A: 186 B: 417
WestBound A: 238 B: 93
NorthBound A: 735 B: 64

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 = (735 + 316 + 238 + 417) / 1375 = 1.023 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

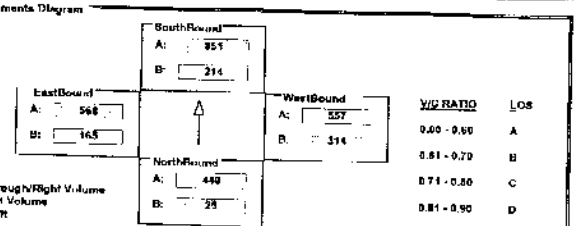
AM/PM: AM Comments: INT# 62

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	520	210	214	1281	420	314	1672	227	165	1703	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	520	210	214	1281	420	314	1672	227	165	1703	38
LANE	0	1	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (25 + 851 + 314 + 568) / 1425 = 1.164 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 97001

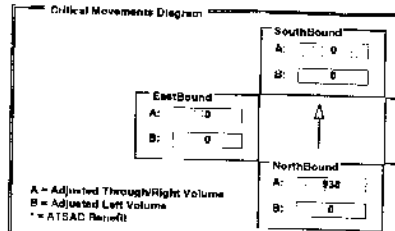
AM/PM: AM Comments: INT# 63

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	2814	0	0	0	0	0	0	2517	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2814	0	0	0	0	0	0	2517	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>		

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) + A(S/B)

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

V/C = (938 + 0 + 931 + 0) / 1500 = 1.246 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

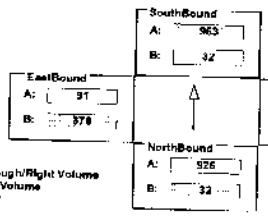
AM/PM: AM Comments: INT# 64

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	2761	17	32	2888	323	48	89	231	688	91	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	2761	17	32	2888	323	48	89	231	688	91	83
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	3	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



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 = (32 + 963 + 231 + 378) / 1425 = 1.085 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

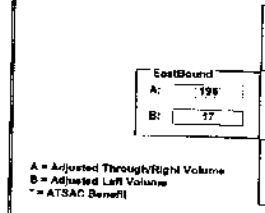
AM/PM: AM Comments: INT# 65

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	471	1921	99	310	1873	44	287	325	170	17	391	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	471	1921	99	310	1873	44	287	325	170	17	391	69
LANE	2	0	2	0	1	0	0	2	0	1	0	0	1	0	2	0	2	0	0	1	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: Auto				

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	F

Results

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

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

V/C = (259 + 969 + 158 + 196) / 1375 = 1.073 LOS = F

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

AM/PM: AM Comments: INT# 66

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	222	1474	254	126	1307	231	274	1720	196	297	1521	365
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	1474	254	126	1307	231	274	1720	196	297	1521	365
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 3 0 0 1 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 554 B: 126
EastBound A: 507 B: 297
WestBound A: 573 B: 274
NorthBound A: 737 B: 222

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 = (222 + 554 + 573 + 297) / *1425 = 1.155 LOS = F

Developed by Chun Wong 12-94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

AM/PM: AM Comments: INT# 67

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	1743	1297	0	1412	20	1664	28	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1743	1297	0	1412	20	1664	28	13	0	0	0
LANE	1 0 2 0 0 2 0			0 0 2 0 1 0 0			2 0 0 0 1 0 0			0 0 0 0 0 0 1		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 477 B: 0
EastBound A: 0 B: 0
WestBound A: 41 B: 915
NorthBound A: 872 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 = (872 + 0 + 915 + 0) / *1500 = 1.127 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 95TH ST I/S No: 19450

AM/PM: AM Comments: INT# 68

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	678	55	154	1087	202	27	126	108	119	46	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	678	55	154	1087	202	27	126	108	119	46	26
LANE	1 0 2 0 0 1 0			1 0 3 0 0 1 0			1 0 1 0 1 0 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 362 B: 154
EastBound A: 46 B: 55
WestBound A: 126 B: 27
NorthBound A: 339 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 = (339 + 154 + 126 + 55) / *1375 = 0.627 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

AM/PM: AM Comments: INT# 69

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	180	0	230	217	0	114	178	1303	61	246	1069	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	0	230	217	0	114	178	1303	61	246	1069	54
LANE	1 0 1 0 0 1 0			2 0 0 0 1 1 0			1 0 3 0 0 1 0			1 0 3 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 57 B: 119
EastBound A: 281 B: 248
WestBound A: 434 B: 174
NorthBound A: 141 B: 189

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	F

Results

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

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

V/C = (141 + 119 + 434 + 248) / *1375 = 0.614 LOS = B

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2.5% LOS A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: AM Comments: INT# 70

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	45	0	50	0	1610	186	104	1428	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	45	0	50	0	1610	186	104	1428	0
LANE	0	0	0	0	0	0	1	0	2	0	1	0	1	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 50 B: 45
EastBound A: 557 B: 104
WestBound A: 599 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 = (0 + 50 + 599 + 104) / *1500 = 0.432 LOS = A

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2170-2

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: AM Comments: INT# 71

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	8	415	42	337	253	10	34	85	484	17	186	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	415	42	337	253	10	34	85	484	17	186	7
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	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: 132 B: 337
EastBound A: 210 B: 17
WestBound A: 484 B: 34
NorthBound A: 229 B: 6

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 = (229 + 337 + 484 + 17) / *1500 = 0.641 LOS = B

Developed by: Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99296

AM/PM: AM Comments: INT# 72

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	569	1585	218	108	1152	350	178	717	35	129	557	626
AMBIENT												
RELATED												
PROJECT												
TOTAL	569	1585	218	108	1152	350	178	717	35	129	557	626
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 576 B: 108
EastBound A: 341 B: 129
WestBound A: 576 B: 178
NorthBound A: 902 B: 569

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 = (569 + 576 + 178 + 341) / *1425 = 1.098 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: AM Comments: INT# 73

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	883	287	464	1460	0	0	0	0	40	0	285
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	883	287	464	1460	0	0	0	0	40	0	285
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 487 B: 255
EastBound A: 163 B: 46
WestBound A: 0 B: 0
NorthBound A: 383 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 = (383 + 255 + 0 + 163) / *1425 = 0.492 LOS = A

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: AM Comments: INT# 74

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	759	0	0	1602	25	305	6	351	30	0	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	759	0	0	1602	25	305	6	351	30	0	41
LANE	1	0	2	0	1	0	0	0	2	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: 542 B: 0

EastBound A: 71 B: 30

WestBound A: 221 B: 221

NorthBound A: 253 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) + A(E/B)

V/C = (17 + 542 + 221 + 71) / *1425 = 0.527 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: AM Comments: INT# 75

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	130	0	8	0	1835	328	0	1674	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	8	0	1835	328	0	1674	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 69 B: 69

EastBound A: 419 B: 0

WestBound A: 721 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 = (0 + 69 + 721 + 0) / *1500 = 0.457 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: AM Comments: INT# 76

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	94	444	51	156	14	797	1020	55	75	1236	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	94	444	51	156	14	797	1020	55	75	1236	12
LANE	1	0	2	0	1	1	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 85 B: 87

EastBound A: 312 B: 75

WestBound A: 359 B: 438

NorthBound A: 47 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 = B(W/B) + A(E/B)

V/C = (37 + 85 + 438 + 312) / *1425 = 0.842 LOS = A

0.512

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: AM Comments: INT# 77

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	43	728	92	54	660	78	147	842	77	139	870	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	728	92	54	660	78	147	842	77	139	870	93
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	1	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: 469 B: 54

EastBound A: 768 B: 139

WestBound A: 754 B: 147

NorthBound A: 410 B: 43

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 = (43 + 469 + 147 + 768) / *1500 = 0.876 LOS = D

0.876

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

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	1723	11	637	1467	0	21	0	1031	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1723	11	637	1467	0	21	0	1031	0	0	0
LANE	1 0 1	1 0 1	0 1 0	1 0 2	0 0 0	0 0 0	0 0 0	0 0 1	0	0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 734 B: 637

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 857 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 = +

V/C = (857 + 637 +) / 1500 = 0.933 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: AM Comments: INT# 79

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	158	36	302	74	98	59	234	266	22	58	311	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	36	302	74	98	59	234	266	22	58	311	66
LANE	1 0 1	1 0 1	0 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: 79 B: 74

EastBound A: 189 B: 58

WestBound A: 144 B: 234

NorthBound A: 302 B: 158

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 = (302 + 74 + 234 + 189) / 1500 = 0.453 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: AM Comments: INT# 80

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	110	348	49	29	310	145	77	149	67	114	96	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	348	49	29	310	145	77	149	67	114	96	180
LANE	1 0 1	0 1 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: 228 B: 29

EastBound A: 150 B: 114

WestBound A: 105 B: 77

NorthBound A: 348 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 = A(N/B) + B(S/B)

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

V/C = (348 + 29 + 77 + 180) / 1500 = 0.353 LOS = A

0.353 OT

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0.325

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: AM Comments: INT# 81

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	3523	155	151	3898	0	44	0	45	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3523	155	151	3898	0	44	0	45	0	0	0
LANE	0 0 4	0 0 1	0	2 0 4	0 0 0	0	1 0	0 0	1	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: 975 B: 33

EastBound A: 0 B: 0

WestBound A: 0 B: 30

NorthBound A: 841 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 = (0 + 975 + 30 + 0) / 1425 = 0.695 LOS = B

0.695 OT

Developed by Chen Wong, 1994

0.695

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: AM Comments: INT# 82

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	713	321	54	78	848	141	71	1511	124	130	861	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	713	321	54	78	848	141	71	1511	124	130	861	0
LANE	2 1 0	0 1 0		1 0 2	0 0 1		1 0 1	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 424 B: 78

EastBound A: 287 B: 130

WestBound A: 545 B: 71

NorthBound A: 272 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 = A(N/B) + A(S/B)

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

V/C = (272 + 424 + 545 + 130) / 1425 = 0.892 LOS = D

Developed by Chun Wong, 1994

0.892

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: AM Comments: INT# 83

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	0	105	29	0	75	58	1584	146	83	1316	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	0	105	29	0	75	58	1584	146	83	1316	75
LANE	1 0 1	0 1 0		1 0 0	0 1 0		1 0 2	0 1 0		1 0 3	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: 75 B: 29

EastBound A: 348 B: 83

WestBound A: 577 B: 58

NorthBound A: 58 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 = B(N/B) + A(S/B)

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

V/C = (91 + 75 + 577 + 83) / 1500 = 0.481 LOS = A

Developed by Chun Wong, 1994

0.481

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: AM Comments: INT# 84

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	85	339	106	80	46	238	1535	58	17	988	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	85	339	106	80	46	238	1636	58	17	988	34
LANE	1 0 1	0 1 0		1 0 2	0 0 1		1 0 0	0 1 0		2 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 106 B: 106

EastBound A: 331 B: 17

WestBound A: 565 B: 131

NorthBound A: 85 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) + B(S/B)

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

V/C = (85 + 106 + 565 + 17) / 1429 = 0.672 LOS = A

Developed by Chun Wong, 1994

0.672

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: AM Comments: INT# 85

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	0	142	39	0	68	131	1731	207	133	1351	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	0	142	39	0	68	131	1731	207	133	1351	66
LANE	1 0 0	0 1 1	0	1 0 0	0 1 0	0	1 0 2	0 1 0	0	1 0 3	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: 68 B: 39

EastBound A: 384 B: 135

WestBound A: 646 B: 131

NorthBound A: 71 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 = B(N/B) + A(S/B)

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

V/C = (52 + 68 + 646 + 133) / 1500 = 0.529 LOS = A

Developed by Chun Wong, 1994

0.529

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

AM/PM: AM Comments: INT# 86

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	1959	0	0	2737	237	0	0	0	175	0	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	1959	0	0	2737	237	0	0	0	175	0	84
LANE	1	0	4	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 991 B: 0
EastBound A: 84 B: 96
WestBound A: 0 B: 0
NorthBound A: 486 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 = B(N/B) + A(S/B)

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

V/C = (134 + 991 + 0 + 96) / *1500 = 0.744 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20456

AM/PM: AM Comments: INT# 87

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	563	983	361	963	0	0	0	0	26	1124	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	983	361	963	0	0	0	0	26	1124	24
LANE	0	0	1	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 482 B: 199
EastBound A: 574 B: 26
WestBound A: 0 B: 0
NorthBound A: 515 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 = (515 + 199 + 0 + 574) / *1425 = 0.834 LOS = D

Developed by Chun Wang, 12-94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

AM/PM: AM Comments: INT# 88

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	12	570	0	0	966	109	356	1219	325	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	570	0	0	966	109	356	1219	325	0	0	0
LANE	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	1	1	0	0	1	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 322 B: 0
EastBound A: 0 B: 0
WestBound A: 610 B: 356
NorthBound A: 321 B: 12

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 = (12 + 322 + 610 + 0) / *1425 = 0.592 LOS = A

Developed by John Wang, 12/94

0.562

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

AM/PM: AM Comments: INT# 89

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	8	343	178	321	154	19	106	54	572	20	64	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	343	178	321	154	19	106	54	572	20	64	8
LANE	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 173 B: 321
EastBound A: 62 B: 20
WestBound A: 411 B: 186
NorthBound A: 351 B: 5

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 = (351 + 321 + 411 + 20) / *1425 = 0.764 LOS = C

Developed by Chun Wang, 12-94

0.674

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

AM/PM: AM Comments: INT# 90

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	472	0	0	0	290	984	0	0	1504	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	472	0	0	0	290	984	0	0	1504	185
LANE	0	0	0	0	1	0	1	2	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 752 B: 0

WestBound A: 492 B: 296

NorthBound A: 472 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	F

Results

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

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

V/C = (472 + 0 + 290 + 752) / 1500 = 1.099 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19650

AM/PM: AM Comments: INT# 91

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	62	2443	33	57	2876	171	27	103	118	111	71	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	2443	33	57	2876	171	27	103	118	111	71	87
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	0	1	0	1	0	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: 959 B: 57

EastBound A: 87 B: 111

WestBound A: 123 B: 27

NorthBound A: 814 B: 62

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 = (62 + 959 + 123 + 111) / 1500 = 0.767 LOS = C

Developed by Chun Wong, 12/94

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: AM Comments: INT# 92

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	26	2368	8	39	2815	42	11	54	88	116	81	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	2368	8	39	2815	42	11	54	88	116	81	61
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	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: 952 B: 39

EastBound A: 84 B: 116

WestBound A: 122 B: 11

NorthBound A: 394 B: 26

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 = (26 + 952 + 122 + 116) / 1500 = 0.742 LOS = C

Developed by Chun Wong, 12/94

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

AM/PM: AM Comments: INT# 93

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	120	347	85	149	412	37	237	1088	194	163	1426	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	347	85	149	412	37	237	1088	194	163	1426	56
LANE	0	0	1	0	0	0	1	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: 598 B: 149

EastBound A: 494 B: 163

WestBound A: 427 B: 237

NorthBound A: 552 B: 120

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 = (120 + 598 + 237 + 494) / 1500 = 0.896 LOS = D

Developed by Chun Wong, 12/94

2 8 40

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92001

AM/PM: AM Comments: INT# 94

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	502	411	827	160	169	36	347	551	73	60	733	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	502	411	827	160	169	36	347	551	73	60	733	317
LANE	2	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 205 B: 169

EastBound A: 529 B: 60

WestBound A: 312 B: 347

NorthBound A: 827 B: 276

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 = (827 + 205 + 347 + 625) / 1425 = 1.266 LOS = F

Developed by Chun Wong 12/98

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

AM/PM: AM Comments: INT# 95

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	1	560	20	3	10	229	2301	32	16	1424	348
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	1	560	20	3	10	229	2301	32	16	1424	348
LANE	2	0	0	1	1	0	0	0	1	0	0	0	2	0	2	0	1	0	1	0	3	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: 33 B: 20

EastBound A: 475 B: 16

WestBound A: 778 B: 128

NorthBound A: 281 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) + B(S/B)

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

V/C = (281 + 20 + 778 + 16) / 1500 = 0.730 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99217

AM/PM: AM Comments: INT# 96

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	161	0	152	0	1189	539	206	1161	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	161	0	152	0	1189	539	206	1161	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 49 B: 89

EastBound A: 581 B: 206

WestBound A: 595 B: 9

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 = (0 + 89 + 595 + 206) / 1425 = 0.625 LOS = B

Developed by Chun Wong 12/98

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

AM/PM: AM Comments: INT# 97

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	127	17	436	24	7	25	455	2316	117	133	1272	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	17	436	24	7	25	455	2316	117	133	1272	110
LANE	1	0	0	0	1	1	0	1	0	0	0	1	1	0	2	0	2	0	1	0	2	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 16 B: 24

EastBound A: 424 B: 73

WestBound A: 511 B: 258

NorthBound A: 227 B: 127

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 = (227 + 24 + 511 + 73) / 1425 = 0.796 LOS = C

Developed by Chun Wong 12/98

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

AM/PM: AM Comments: INT# 98

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	0	0	408	0	69	0	1644	543	56	1240	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	408	0	69	0	1644	543	56	1240	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 69 B: 224

EastBound A: 620 B: 56

WestBound A: 1644 B: 0

NorthBound A: 0 D: 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 = (0 + 224 + 1094 + 56) / 1500 = 0.915 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

AM/PM: AM Comments: INT# 99

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	64	1430	114	171	1642	327	230	645	264	310	801	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1430	114	171	1642	327	230	645	264	310	801	54
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	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: 821 B: 171

EastBound A: 428 B: 310

WestBound A: 323 B: 230

NorthBound A: 715 B: 64

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 = (715 + 171 + 230 + 428) / 1500 = 0.959 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

AM/PM: AM Comments: INT# 100

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	212	777	223	173	880	137	200	1104	246	188	1022	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	777	223	173	880	137	200	1104	246	188	1022	180
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	1	0	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: 445 B: 96

EastBound A: 511 B: 188

WestBound A: 675 B: 200

NorthBound A: 500 B: 117

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 = (500 + 96 + 675 + 188) / 1375 = 0.959 LOS = F

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

AM/PM: AM Comments: INT# 101

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	272	813	27	308	1074	247	211	798	163	212	1099	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	813	27	308	1074	247	211	798	163	212	1099	75
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	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: 537 B: 308

EastBound A: 550 B: 117

WestBound A: 320 B: 211

NorthBound A: 407 B: 158

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 = (407 + 308 + 211 + 550) / 1375 = 1.003 LOS = F

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

AM/PM: AM Comments: INT# 102

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	102	535	405	320	1049	146	68	923	70	42	1028	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	535	405	320	1049	146	68	923	70	42	1028	53
LANE	1 0 1	0 1 0	0 1 0	1 0 1	0 1 0	0 1 0	1 0 1	0 1 0	0 1 0	1 0 2	0 1 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: 595 B: 320

EastBound A: 360 B: 42

WestBound A: 497 B: 68

NorthBound A: 470 B: 562

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 = (470 + 320 + 497 + 42) / *1375 = 0.897 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

AM/PM: AM Comments: INT# 103

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	36	249	82	42	31	368	945	114	24	1138	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	36	249	82	42	31	368	945	114	24	1138	150
LANE	1 1 0	0 0 1	0 1 0	1 1 0	0 0 1	0 1 0	1 0 2	0 0 1	0 1 0	1 0 2	0 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: 62 B: 62

EastBound A: 565 B: 24

WestBound A: 473 B: 368

NorthBound A: 76 B: 76

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 = (76 + 62 + 368 + 565) / *1375 = 0.709 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

AM/PM: AM Comments: NT# 104

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	303	0	852	0	0	0	485	595	0	0	705	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	303	0	852	0	0	0	485	595	0	0	705	78
LANE	2 0 0	0 0 1	0	0 0 0	0 0 0	0	2 0 2	0 0	0 0 0	0 1 0	1 0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 392 B: 0

WestBound A: 298 B: 267

NorthBound A: 719 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 = A(N/B) + A(S/B)

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

V/C = (719 + 0 + 267 + 392) / *1425 = 0.897 LOS = D

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

AM/PM: AM Comments: INT# 105

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	30	409	250	179	349	6	74	608	515	85	378	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	409	250	179	349	6	74	608	515	85	378	148
LANE	2 0 2	0 0 1	0	2 0 1	0 1 0	0	2 0 3	0 0 1	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 178 B: 98

EastBound A: 175 B: 85

WestBound A: 466 B: 41

NorthBound A: 205 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) + B(S/B)

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

V/C = (205 + 98 + 466 + 85) / *1375 = 0.851 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

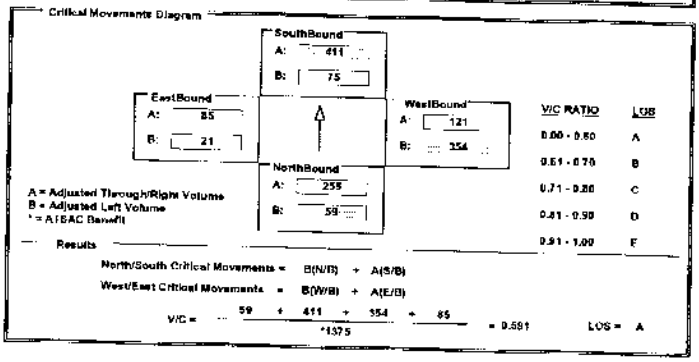
AM/PM: AM Comments: INT# 106

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	765	403	75	1163	69	644	80	41	21	63	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	765	403	75	1163	69	644	80	41	21	63	115
LANE	1	0	3	0	1	0	1	0	2	0	1	0	2	0	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto				

Critical Movements Diagram



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 = (59 + 411 + 354 + 85) / 1375 = 0.591 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

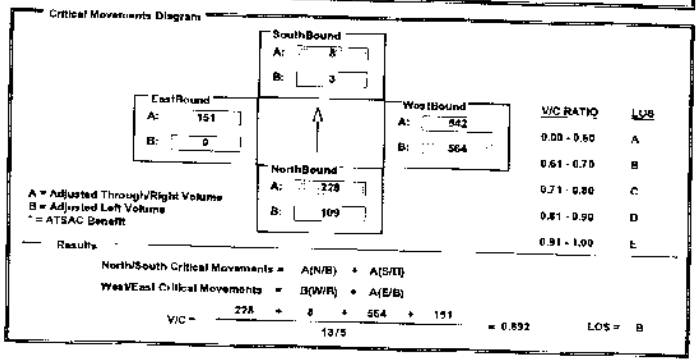
AM/PM: AM Comments: INT# 107

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	211	7	1441	3	3	5	1525	1083	14	0	454	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	7	1441	3	3	5	1525	1083	14	0	454	422
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: O/L A	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram



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 = (228 + 8 + 564 + 151) / 1375 = 0.892 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

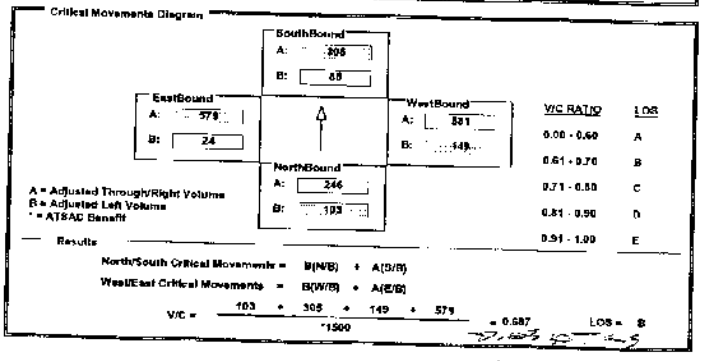
AM/PM: AM Comments: INT# 108

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	103	56	87	85	179	41	149	1161	16	24	1158	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	56	87	85	179	41	149	1161	16	24	1158	135
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (103 + 305 + 149 + 579) / 1500 = 0.687 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

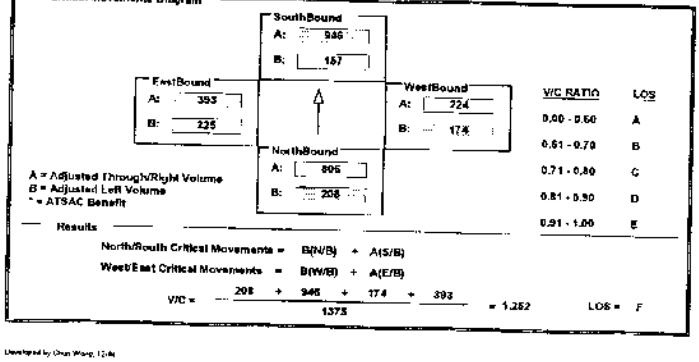
AM/PM: AM Comments: INT# 109

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	1612	186	157	1691	200	174	305	142	225	687	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1612	186	157	1691	200	174	305	142	225	687	99
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (208 + 946 + 174 + 393) / 1375 = 1.252 LOS = F

Developed by Chun Wong, 12/04

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

AM/PM: AM Comments: INT# 110

COUNT DATE: STUDY DATE: GROWTH FACTOR:

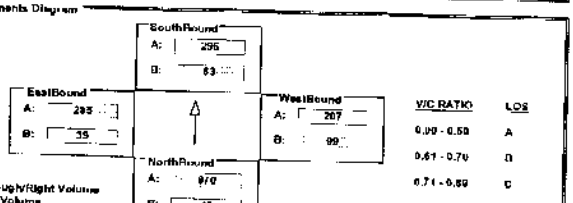
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	832	138	83	296	23	99	207	188	39	285	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	832	138	83	296	23	99	207	188	39	285	37

LANE: 1 0 0 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

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (970 + 83 + 99 + 285) / 1500 = 0.856 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

AM/PM: AM Comments: INT# 111

COUNT DATE: STUDY DATE: GROWTH FACTOR:

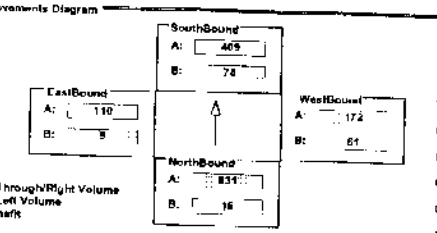
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	1478	185	78	802	16	61	88	84	9	101	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1478	185	78	802	16	61	88	84	9	101	16

LANE: 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 0 0 1 0 | 0 1 0 0 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (851 + 78 + 172 + 9) / 1500 = 0.727 LOS = C

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALBOA WAY I/S No: 99178

AM/PM: AM Comments: INT# 112

COUNT DATE: STUDY DATE: GROWTH FACTOR:

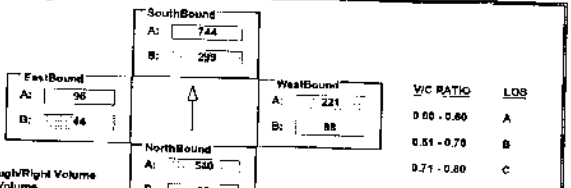
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	89	929	150	544	1464	23	88	116	325	44	79	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	929	150	544	1464	23	88	116	325	44	79	25

LANE: 1 0 1 0 1 0 0 | 2 0 1 0 1 0 | 1 0 0 0 1 1 0 | 0 1 0 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Prot Flx	Auto	Perm	Auto	Perm	Auto

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 = (540 + 299 + 221 + 44) / 1425 = 0.775 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

AM/PM: AM Comments: INT# 113

COUNT DATE: STUDY DATE: GROWTH FACTOR:

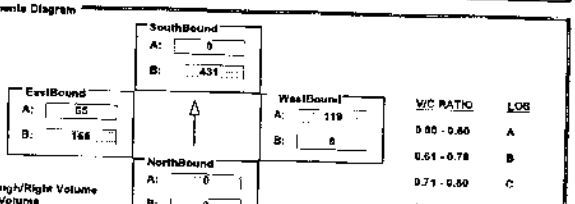
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	784	0	209	0	119	604	165	129	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	784	0	209	0	119	604	165	129	0

LANE: 0 0 0 0 0 0 | 2 0 0 0 0 1 0 | 0 0 1 0 0 1 0 | 1 0 2 0 0 0

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

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 = (0 + 431 + 119 + 165) / 1500 = 0.477 LOS = A

Developed by Chun Wong, 1994

29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

AM/PM: AM Comments: INT# 114

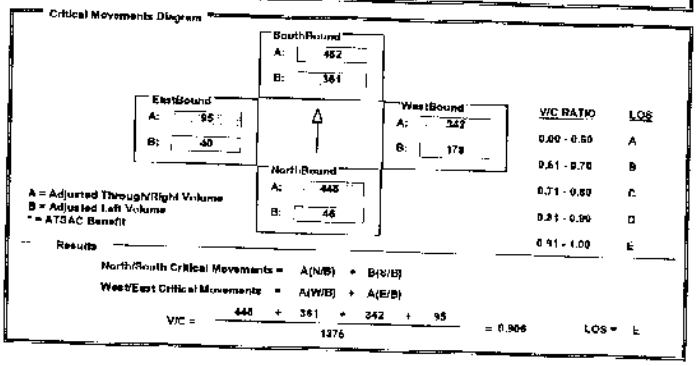
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	46	684	211	657	943	21	207	148	523	40	43	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	684	211	657	943	21	207	148	523	40	43	52

	NB	SB	WB	EB
LANE	1 0 1	0 1 0	2 0 1	0 1 0
SIGNAL	Phasing: Perm	Phasing: Prot-Fix	Phasing: Split	Phasing: Split
	RTOR: Auto	RTOR: Auto	RTOR: Auto	RTOR: Auto

Critical Movements Diagram



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 = (446 + 361 + 342 + 95) / 1376 = 0.906 LOS = E

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29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

AM/PM: AM Comments: INT# 115

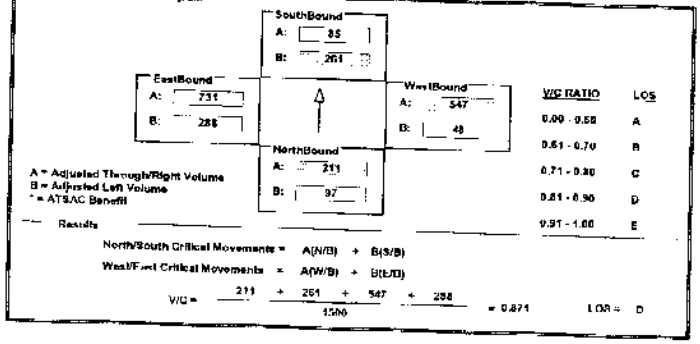
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	97	117	208	261	85	69	48	1001	92	288	1433	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	117	208	261	85	69	48	1001	92	288	1433	28

	NB	SB	WB	EB
LANE	0 1 0	0 1 0	1 0 1	0 1 0
SIGNAL	Phasing: Perm	Phasing: Perm	Phasing: Perm	Phasing: Perm
	RTOR: Auto	RTOR: Auto	RTOR: Auto	RTOR: Auto

Critical Movements Diagram



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 = (211 + 261 + 547 + 288) / 1506 = 0.871 LOS = D

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29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

AM/PM: AM Comments: INT# 116

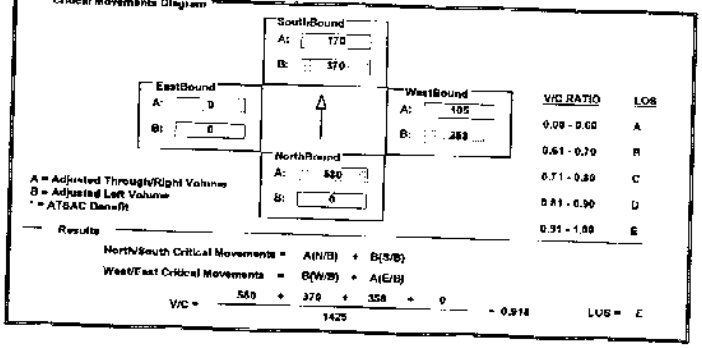
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	1160	1396	370	509	0	650	0	528	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1160	1396	370	509	0	650	0	528	0	0	0

	NB	SB	WB	EB
LANE	0 0 2	0 1 0	1 0 3	0 0 0
SIGNAL	Phasing: Perm	Phasing: Prot-Fix	Phasing: Split	Phasing: <none>
	RTOR: Free	RTOR: <none>	RTOR: Auto	RTOR: <none>

Critical Movements Diagram



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 = (550 + 370 + 358 + 0) / 1425 = 0.914 LOS = E

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29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO HL I/S No: 99198

AM/PM: AM Comments: INT# 117

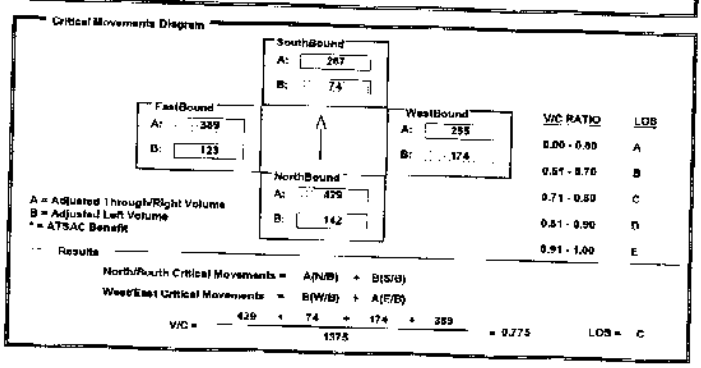
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	142	541	316	74	475	59	174	334	178	123	696	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	541	316	74	475	59	174	334	178	123	696	82

	NB	SB	WB	EB
LANE	1 0 1	0 1 0	1 0 1	0 1 0
SIGNAL	Phasing: Prot-Var	Phasing: Prot-Var	Phasing: Prot-Var	Phasing: Prot-Var
	RTOR: Auto	RTOR: Auto	RTOR: Auto	RTOR: Auto

Critical Movements Diagram



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 = (429 + 74 + 174 + 389) / 1378 = 0.775 LOS = C

Developed by Chun Wong, 1294

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NELSON WAY W/E: PICO BL I/S No: 99316

AM/PM: AM Comments: INT# 118

COUNT DATE: STUDY DATE: GROWTH FACTOR:

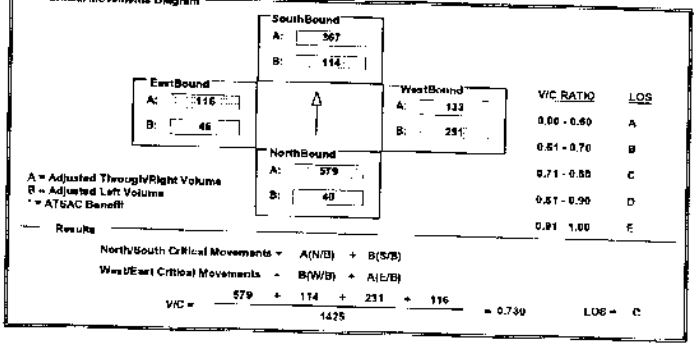
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	1158	456	207	705	28	231	116	247	46	198	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	1158	456	207	705	28	231	116	247	46	198	35

LANE: 1 0 2 0 0 1 0 | 2 0 1 0 1 0 0 | 1 0 1 0 0 1 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram



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)

$$V/C = \frac{579 + 114 + 231 + 116}{1425} = 0.739 \qquad LOS = C$$

Developed by Chun Wong, 12/04

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

AM/PM: AM Comments: INT# 119

COUNT DATE: STUDY DATE: GROWTH FACTOR:

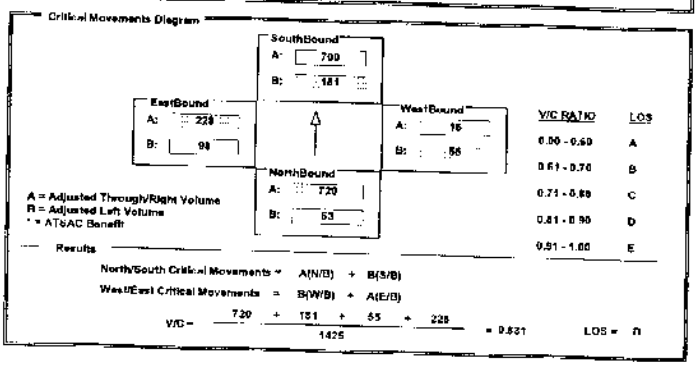
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	2731	147	181	2758	43	55	16	63	98	110	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	2731	147	181	2758	43	55	16	63	98	110	118

LANE: 1 0 3 0 1 0 0 | 1 0 3 0 1 0 0 | 1 0 1 0 0 1 0 | 1 0 0 0 1 0 0

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

Critical Movements Diagram



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)

$$V/C = \frac{720 + 151 + 55 + 228}{1425} = 0.831 \qquad LOS = D$$

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CRAND AV I/S No: 99332

AM/PM: AM Comments: INT# 120

COUNT DATE: STUDY DATE: GROWTH FACTOR:

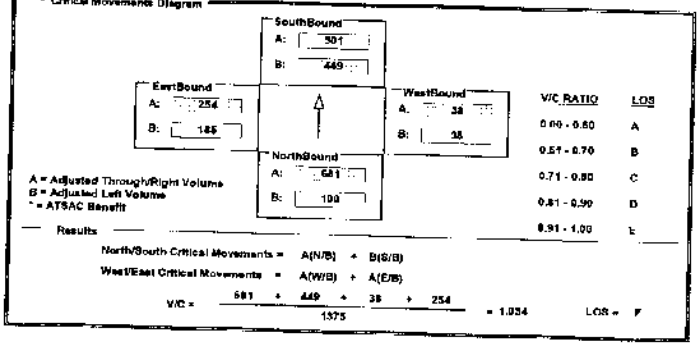
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	100	2725	261	449	1716	288	42	73	67	185	345	162
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	2725	261	449	1716	288	42	73	67	185	345	162

LANE: 1 0 4 0 0 1 0 | 1 0 3 0 1 0 0 | 1 1 1 0 0 1 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram



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)

$$V/C = \frac{681 + 449 + 38 + 254}{1375} = 1.054 \qquad LOS = F$$

Developed by Chun Wong, 12/04

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINI AV I/S No: 99334

AM/PM: AM Comments: INT# 121

COUNT DATE: STUDY DATE: GROWTH FACTOR:

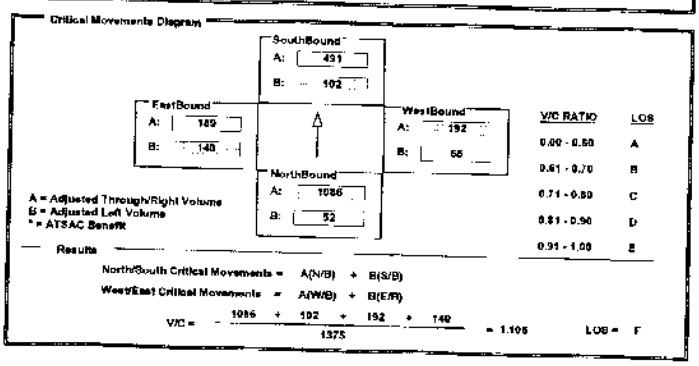
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	52	3206	51	186	1472	70	65	192	202	140	325	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	3206	51	186	1472	70	65	192	202	140	325	53

LANE: 1 0 2 0 1 0 0 | 2 0 3 0 0 1 0 | 1 0 1 0 0 1 0 | 1 0 1 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



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)

$$V/C = \frac{1086 + 102 + 192 + 140}{1375} = 1.105 \qquad LOS = F$$

Developed by Chun Wong, 12/04

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

AM/PM: AM Comments: INT# 122

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	156	3144	126	103	1351	120	148	557	336	186	590	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	3144	126	103	1351	120	148	557	336	186	590	107
LANE	1 0 2 0 1 0			0 2 0 2 0 1 0			0 1 0 2 0 1 0			0 1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 490 B: 57

EastBound A: 295 B: 186

WestBound A: 308 B: 148

NorthBound A: 1090 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 = A(N/B) + B(S/B)

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

$$V/C = \frac{1090 + 57 + 308 + 186}{1375} = 1.193 \qquad LOS = F$$

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

AM/PM: AM Comments: INT# 123

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	129	1249	0	0	1444	145	0	0	0	209	0	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1249	0	0	1444	145	0	0	0	209	0	206
LANE	1 0 2 0 0 0			0 0 1 0 1 0 0			0 0 0 0 0 0			1 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 795 B: 0

EastBound A: 206 B: 209

WestBound A: 0 B: 0

NorthBound A: 625 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{129 + 795 + 0 + 209}{1600} = 0.555 \qquad LOS = B$$

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

AM/PM: AM Comments: INT# 124

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	146	1534	193	182	1603	143	312	642	132	276	587	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1534	193	182	1603	143	312	642	132	276	587	107
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			2 0 1 0 1 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: Auto	

Critical Movements Diagram

SouthBound A: 678 B: 182

EastBound A: 284 B: 276

WestBound A: 387 B: 172

NorthBound A: 864 B: 146

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)

$$V/C = \frac{864 + 182 + 387 + 276}{1375} = 1.243 \qquad LOS = F$$

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

AM/PM: AM Comments: INT# 125

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	676	636	295	592	0	328	0	220	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	676	636	295	592	0	328	0	220	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0 0			1 0 0 0 0 1 1			1 0 0 0 0 1 1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 295 B: 295

EastBound A: 0 B: 0

WestBound A: 34 B: 182

NorthBound A: 645 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)

$$V/C = \frac{645 + 295 + 182 + 0}{1425} = 0.747 \qquad LOS = C$$

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

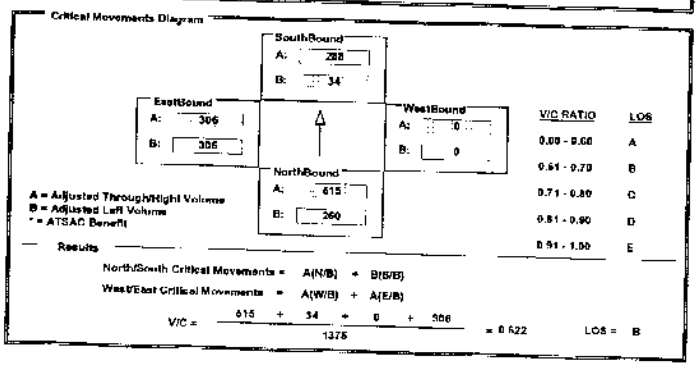
AM/PM: AM Comments: INT# 126

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	472	1022	7	34	575	252	0	0	9	410	42	467
AMBIENT												
RELATED												
PROJECT												
TOTAL	472	1022	7	34	575	252	0	0	9	410	42	467
LANE	2	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	1	0	1	0	1	0
SIGNAL Phasing	Prot-Fix			Prot-Fix			Split			Split		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram



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)

$$V/C = \frac{615 + 34 + 0 + 356}{1375} = 0.622 \qquad LOS = B$$

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

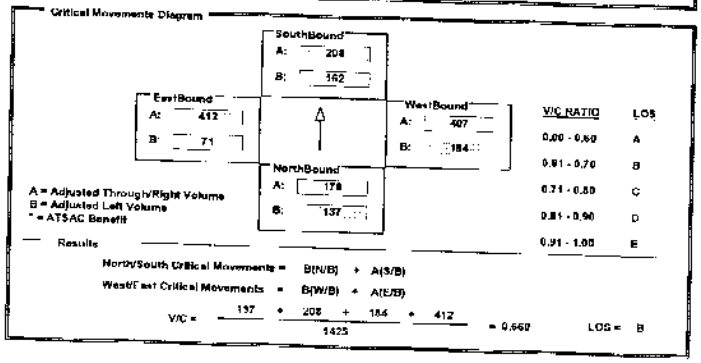
AM/PM: AM Comments: INT# 127

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	137	214	142	162	357	58	184	633	181	71	672	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	214	142	162	357	58	184	633	181	71	672	151
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL Phasing	Perm			Perm			Prot-Fix			Perm		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram



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)

$$V/C = \frac{137 + 208 + 184 + 412}{1425} = 0.660 \qquad LOS = B$$

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20AMPROJ

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

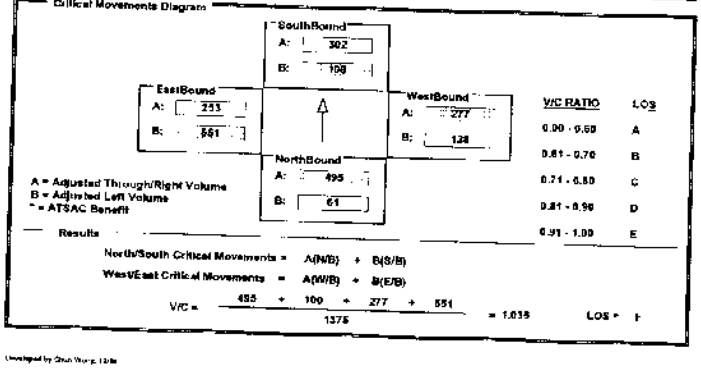
AM/PM: AM Comments: INT# 128

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	61	881	109	100	305	298	128	326	228	551	483	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	881	109	100	305	298	128	326	228	551	483	23
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL Phasing	Prot-Var			Prot-Var			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram



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)

$$V/C = \frac{495 + 109 + 277 + 551}{1375} = 1.035 \qquad LOS = F$$

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

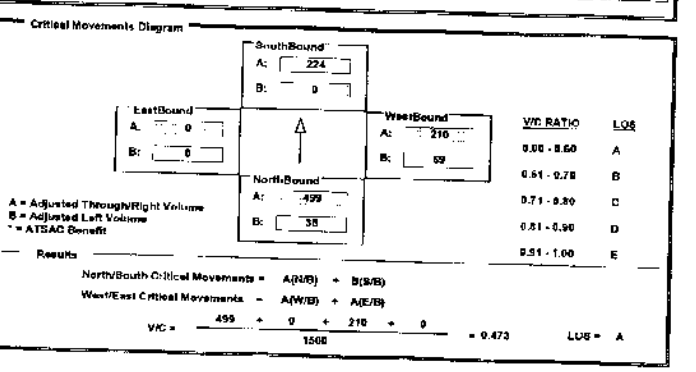
AM/PM: AM Comments: INT# 129

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	35	499	0	0	224	42	89	16	210	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	499	0	0	224	42	89	16	210	0	0	0
LANE	1	0	1	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0
SIGNAL Phasing	Perm			<none>			Perm			Auto			Split			Auto			<none>			<none>	
SIGNAL RTOR																						

Critical Movements Diagram



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)

$$V/C = \frac{499 + 0 + 210 + 0}{1500} = 0.473 \qquad LOS = A$$

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29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

AM/PM: AM Comments: INT# 130

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	474	183	93	223	0	0	0	0	101	14	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	474	183	93	223	0	0	0	0	101	14	32
LANE	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 223 B: 93

EastBound A: 115 B: 101

WestBound A: 0 B: 0

NorthBound A: 474 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 = (474 + 93 + 0 + 115) / 1500 = 0.469 LOS = A

Developed by Chun Wong, 12-94

29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

AM/PM: AM Comments: INT# 131

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	209	478	258	142	536	120	264	677	41	18	927	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	478	258	142	536	120	264	677	41	18	927	240
LANE	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: 328 B: 142

EastBound A: 464 B: 18

WestBound A: 239 B: 264

NorthBound A: 478 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 = B(W/B) + A(E/B)

V/C = (478 + 142 + 264 + 464) / 1500 = 0.849 LOS = D

Developed by Chun-Hung Wong

29AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

AM/PM: AM Comments: INT# 132

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	228	0	188	0	0	0	161	1479	1	0	1074	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	0	188	0	0	0	161	1479	1	0	1074	234
LANE	1	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 554 B: 0

WestBound A: 749 B: 161

NorthBound A: 107 B: 228

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 = (228 + 0 + 161 + 554) / 1425 = 0.732 LOS = C

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

AM/PM: AM Comments: INT# 133

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	209	648	340	18	418	69	185	834	8	1	1062	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	648	340	18	418	69	185	834	8	1	1062	149
LANE	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 436 B: 18

EastBound A: 609 B: 0

WestBound A: 842 B: 185

NorthBound A: 703 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 = (703 + 18 + 842 + 0) / 1425 = 1.097 LOS = F

Developed by Chun-Hung

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

AM/PM: AM Comments: INT# 134

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	39	500	22	173	590	582	93	821	170	370	744	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	500	22	173	590	582	93	821	170	370	744	154
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	1	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: 590 B: 173

EastBound A: 449 B: 264

WestBound A: 496 B: 93

NorthBound A: 251 B: 39

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 = (39 + 590 + 496 + 264) / 1425 = 0.933 LOS = E

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

AM/PM: AM Comments: INT# 135

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	163	0	152	0	626	256	155	1239	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	163	0	152	0	626	256	155	1239	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	0	1	1	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 162 B: 185

EastBound A: 930 B: 155

WestBound A: 313 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 = (0 + 163 + 0 + 930) / 1500 = 0.729 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

AM/PM: AM Comments: INT# 136

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	72	572	89	133	643	95	286	1467	147	78	1266	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	572	89	133	643	95	286	1467	147	78	1266	91
LANE	1	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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 369 B: 133

EastBound A: 679 B: 78

WestBound A: 507 B: 286

NorthBound A: 331 B: 72

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 = (331 + 133 + 286 + 679) / 1500 = 0.953 LOS = E

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

AM/PM: AM Comments: INT# 137

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	832	186	91	617	33	172	363	78	101	327	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	832	186	91	617	33	172	363	78	101	327	118
LANE	1	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
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: 325 B: 91

EastBound A: 184 B: 101

WestBound A: 221 B: 172

NorthBound A: 509 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 = B(N/B) + A(S/B)

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

V/C = (291 + 325 + 172 + 184) / 1375 = 0.692 LOS = B

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

AM/PM: AM Comments: INT# 138

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	702	501	1390	1037	15	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	702	501	1390	1037	15	0	0	0	0	0	25
LANE	0	0	2	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fly	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free	

Critical Movements Diagram

SouthBound A: 526 B: 765

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 501 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 = (501 + 765 + 0 + 0) / 1425 = 0.888 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

AM/PM: AM Comments: INT# 139

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	709	0	0	1732	0	812	0	1810	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	709	0	0	1732	0	812	0	1810	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 433 B: 0

EastBound A: 0 B: 0

WestBound A: 996 B: 447

NorthBound A: 365 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 = (0 + 433 + 996 + 0) / 1500 = 0.953 LOS = E

Developed by Chun Wong, 12/94

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

AM/PM: AM Comments: INT# 140

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	36	21	214	45	43	22	1738	21	31	1249	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	36	21	214	45	43	22	1738	21	31	1249	91
LANE	0	0	0	1	0	0	0	0	0	1	0	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: 302 B: 214

EastBound A: 670 B: 31

WestBound A: 879 B: 22

NorthBound A: 93 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 = B(N/B) + A(S/B)

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

V/C = (36 + 302 + 879 + 31) / 1500 = 0.762 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AV I/S No: 99190

AM/PM: AM Comments: INT# 141

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	42	0	31	40	0	108	18	1976	24	60	1545	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	40	0	108	18	1976	24	60	1545	16
LANE	1	0	0	0	1	0	1	0	0	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: 158 B: 40

EastBound A: 781 B: 60

WestBound A: 1060 B: 18

NorthBound A: 31 B: 42

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 = (42 + 158 + 1060 + 60) / 1500 = 0.807 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: CULVER BL I/S No: 99412

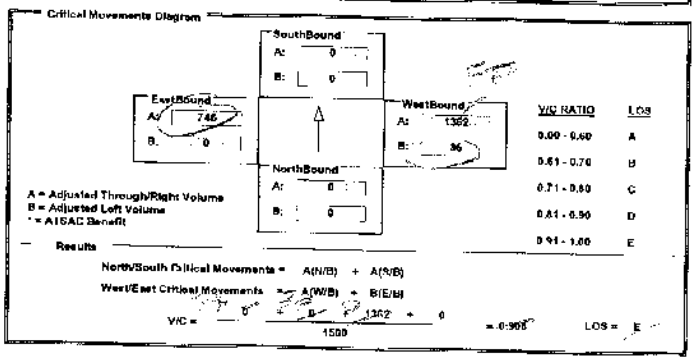
AM/PM: AM Comments: INT# 142

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	523	0	0	0	36	1362	0	0	1491	504
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	523	0	0	0	36	1362	0	0	1491	504
LANE	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

Critical Movements Diagram



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 = (0 + 1362 + 0) / 1500 = 0.908 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SR-57 NANDOAH AV W/E: SLAUSON AV I/S No: 99208

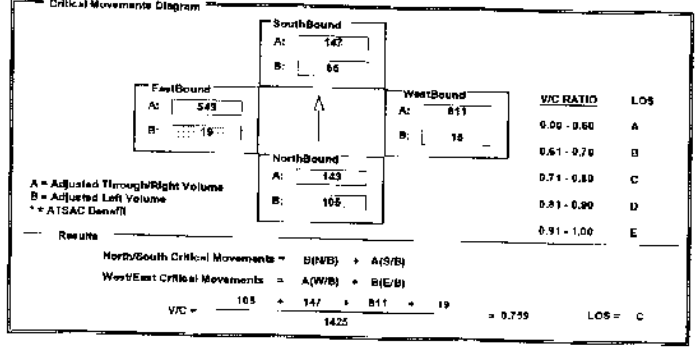
AM/PM: AM Comments: INT# 143

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	105	8	30	55	8	85	15	2388	45	19	1610	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	8	30	55	8	85	15	2388	45	19	1610	37
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (105 + 147 + 811 + 19) / 1425 = 0.759 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99206

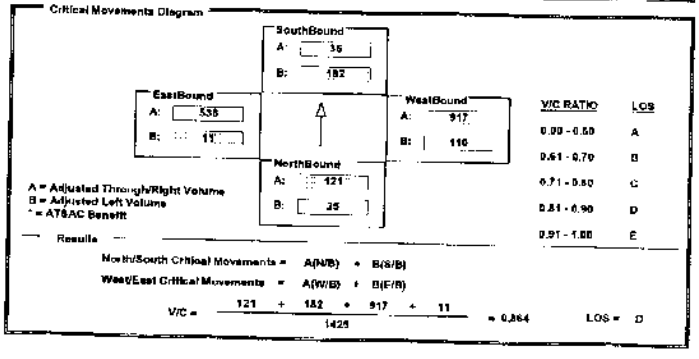
AM/PM: AM Comments: INT# 144

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	18	103	182	36	20	110	2680	72	11	1607	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	18	103	182	36	20	110	2680	72	11	1607	5
LANE	1	0	0	0	1	0	0	1	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (121 + 182 + 917 + 11) / 1425 = 0.864 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

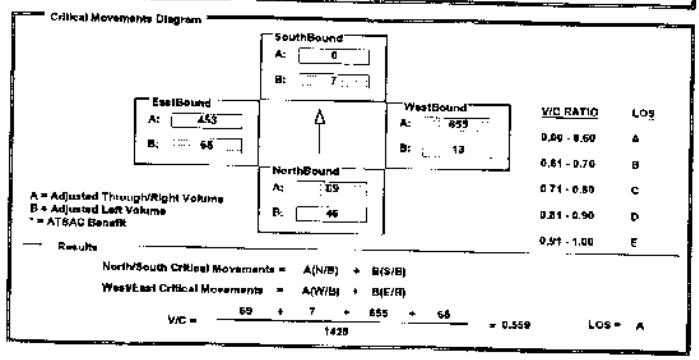
AM/PM: AM Comments: INT# 145

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	0	23	7	0	16	13	1965	43	118	1327	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	0	23	7	0	16	13	1965	43	118	1327	31
LANE	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (59 + 7 + 855 + 66) / 1425 = 0.669 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

AM/PM: AM Comments: INT# 145

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	225	18	131	28	12	43	135	1663	57	45	1206	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	18	131	28	12	43	135	1663	57	45	1206	41
LANE	0 1 0	0 0	1 0	0 0	1 0	0 0	1 0	2 0	1 0	1 0	2 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: 83 B: 28
EastBound A: 416 B: 45
WestBound A: 573 B: 135
NorthBound A: 243 B: 225

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 = D(N/B) + A(S/B)

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

V/C = (225 + 83 + 573 + 45) / 1500 = 0.847 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

AM/PM: AM Comments: INT# 147

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	210	320	92	49	74	36	63	1711	165	206	1280	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	320	92	49	74	36	63	1711	165	206	1280	75
LANE	0 0	0 1	0 0	0 0	0 1	0 0	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 123 B: 49
EastBound A: 452 B: 206
WestBound A: 625 B: 63
NorthBound A: 622 B: 219

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 = (622 + 49 + 625 + 206) / 1875 = 1.092 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99234

AM/PM: AM Comments: INT# 148

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	664	176	783	1002	9	348	21	152	1	24	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	664	176	783	1002	9	348	21	152	1	24	12
LANE	0 1 0	0 1 0		0 1 0	1 0 0		0 1 0	0 0	1 0	0 1 0	0 0	1 0
SIGNAL	Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1011 B: 783
EastBound A: 37 B: 1
WestBound A: 367 B: 348
NorthBound A: 462 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 = A(W/B) + A(E/B)

V/C = (462 + 783 + 367 + 37) / 1375 = 1.129 LOS = F

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

AM/PM: AM Comments: INT# 149

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	457	84	259	866	280	41	517	144	219	730	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	457	84	259	866	280	41	517	144	219	730	131
LANE	0 1 0	0 1 0		0 1 0	1 0 0		0 1 0	1 0 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: 842 B: 259
EastBound A: 431 B: 219
WestBound A: 331 B: 41
NorthBound A: 541 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 = (118 + 842 + 331 + 219) / 1500 = 0.937 LOS = E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

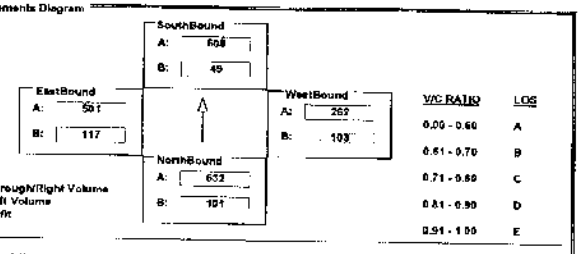
AM/PM: AM Comments: INT# 150

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	475	182	49	932	88	103	468	56	117	872	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	475	182	49	932	88	103	468	56	117	872	129
LANE	0 1 0	0 1 0	0	0 1 0	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



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 = (101 + 668 + 103 + 561) / 1500 = 0.805 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

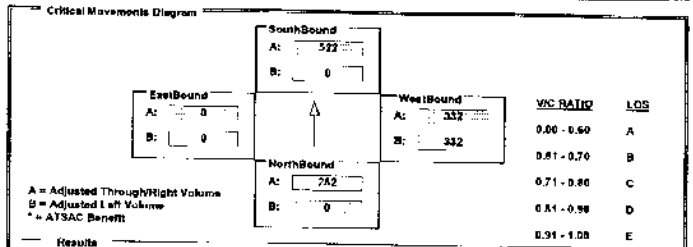
AM/PM: AM Comments: INT# 151

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	563	0	0	1043	0	480	0	183	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	0	0	1043	0	480	0	183	0	0	0
LANE	0 0 2	0 0 0		0 0 2	0 0 0		1 0 0	0 0 0	1	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 522 + 332 + 0) / 1500 = 0.499 LOS = A

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99158

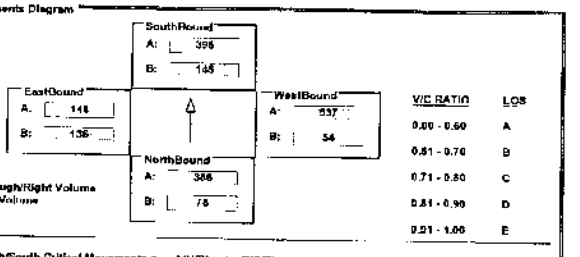
AM/PM: AM Comments: INT# 152

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	674	98	145	813	178	54	243	240	136	114	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	674	98	145	813	178	54	243	240	136	114	34
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	0 0 1	0 0 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



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 = (386 + 145 + 537 + 136) / 1500 = 0.733 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

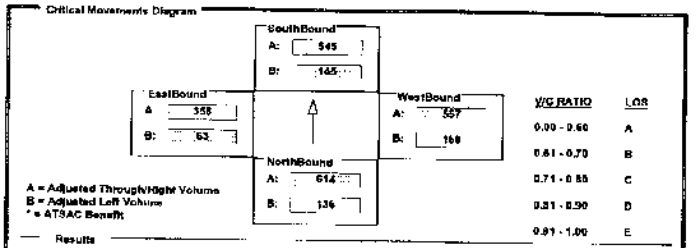
AM/PM: AM Comments: INT# 153

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	909	318	145	1029	60	168	299	90	63	253	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	909	318	145	1029	60	168	299	90	63	253	42
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	0 0 0	1 0 0	0	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



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 = (614 + 145 + 557 + 63) / 1500 = 0.649 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

AM/PM: AM Comments: INT# 154

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	49	1385	39	116	1240	85	76	549	236	428	502	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	1385	39	116	1240	85	76	549	236	428	502	131
LANE	1 0 1	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: 663 B: 116

EastBound A: 317 B: 428

WestBound A: 393 B: 76

NorthBound A: 712 B: 49

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)

$$V/C = \frac{712 + 116 + 393 + 428}{1500} = 1.049 \quad LOS = F$$

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

AM/PM: AM Comments: INT# 155

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	55	1040	58	80	1276	113	327	472	88	297	550	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1040	58	80	1276	113	327	472	88	297	550	100
LANE	1 0 1	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: 695 B: 60

EastBound A: 375 B: 297

WestBound A: 280 B: 327

NorthBound A: 549 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 = B(W/B) + A(E/B)

$$V/C = \frac{66 + 695 + 327 + 375}{1500} = 0.858 \quad LOS = D$$

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

AM/PM: AM Comments: INT# 156

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	612	1524	0	0	1289	637	0	0	0	406	0	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	612	1524	0	0	1289	637	0	0	0	406	0	149
LANE	1 0 2	0 0 0		0 0 2	0 0 1		0 0 0	0 0 0		1 0 0	0 0 1	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 645 B: 0

EastBound A: 278 B: 278

WestBound A: 0 B: 0

NorthBound A: 762 B: 612

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)

$$V/C = \frac{612 + 645 + 0 + 278}{1425} = 1.007 \quad LOS = F$$

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

AM/PM: AM Comments: INT# 157

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	194	1129	293	88	1268	59	437	2142	262	297	1711	287
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1129	293	88	1268	59	437	2142	262	297	1711	287
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	2 0 3	0 0 1	0	2 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 634 B: 88

EastBound A: 570 B: 163

WestBound A: 714 B: 240

NorthBound A: 565 B: 154

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)

$$V/C = \frac{154 + 634 + 714 + 163}{1425} = 1.126 \quad LOS = F$$

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

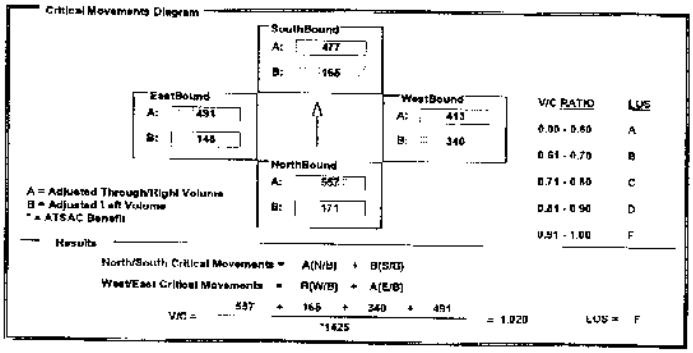
AM/PM: AM Comments: INT# 158

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	171	1113	675	165	954	209	340	733	93	148	982	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	171	1113	675	165	954	209	340	733	93	148	982	300
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (562 + 165 + 340 + 491) / 1425 = 1.920 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

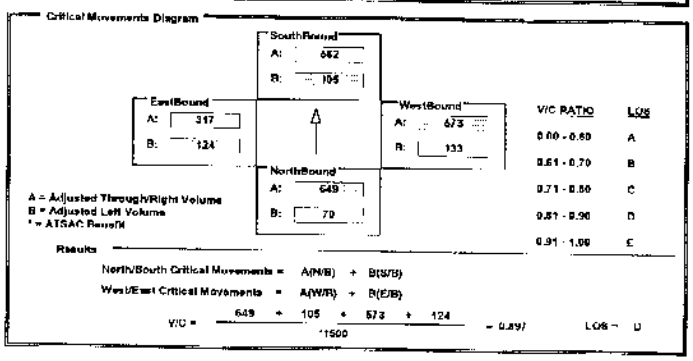
AM/PM: AM Comments: INT# 159

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	70	1237	61	105	1092	71	133	235	205	124	145	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1237	61	105	1092	71	133	235	205	124	145	48
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (649 + 105 + 673 + 124) / 1500 = 0.897 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

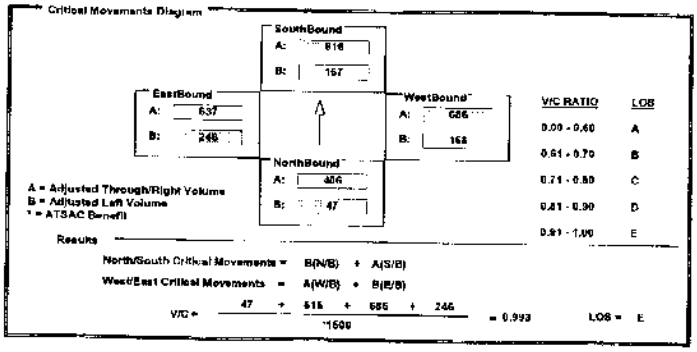
AM/PM: AM Comments: INT# 160

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	47	708	104	167	618	394	168	1898	163	248	1855	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	708	104	167	618	394	168	1898	163	248	1855	55
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	2	0	1	0	0	1	0	2	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (47 + 618 + 686 + 248) / 1600 = 0.993 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

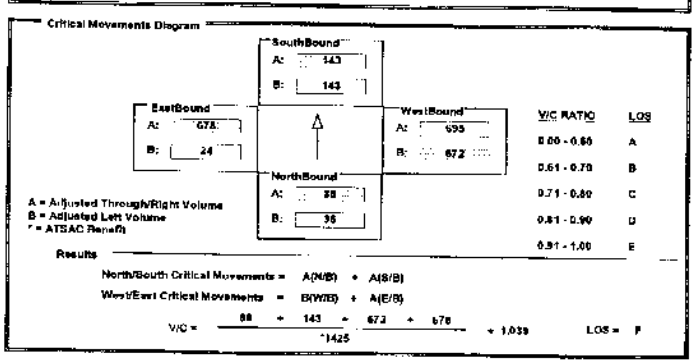
AM/PM: AM Comments: INT# 161

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	46	771	193	54	39	672	2084	191	24	2034	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	46	771	193	54	39	672	2084	191	24	2034	9
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	1	0	3	0	0	1	0	3	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (58 + 143 + 672 + 678) / 1425 = 1.039 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

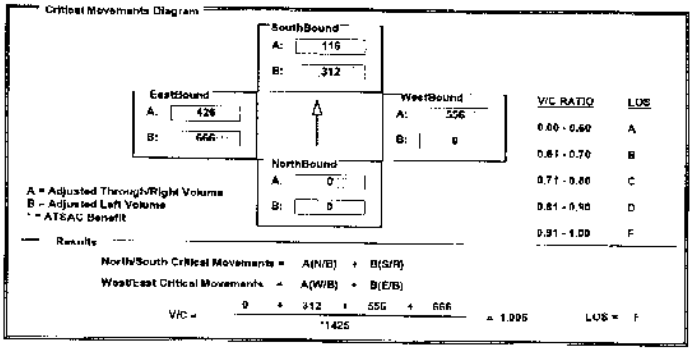
AM/PM: AM Comments: INT# 162

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	312	0	449	0	935	177	888	852	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	449	0	935	177	888	852	0
LANE	0	0	0	1	0	0	1	0	1	1	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

V/C = (0 + 312 + 556 + 666) / 1425 = 1.006 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

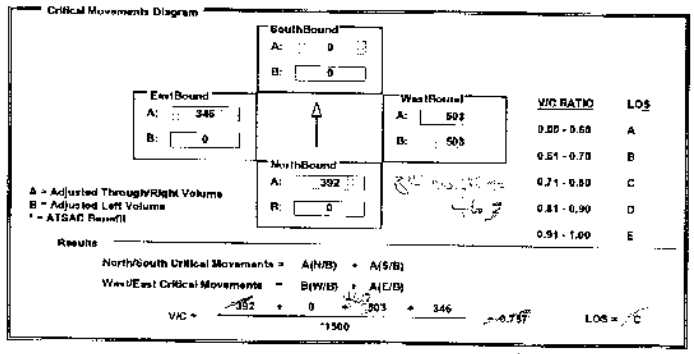
AM/PM: AM Comments: INT# 163

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	713	0	0	0	841	669	0	0	492	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	713	0	0	0	841	669	0	0	492	200
LANE	0	0	0	2	0	0	0	0	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (392 + 0 + 503 + 346) / 1500 = 0.797 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99156

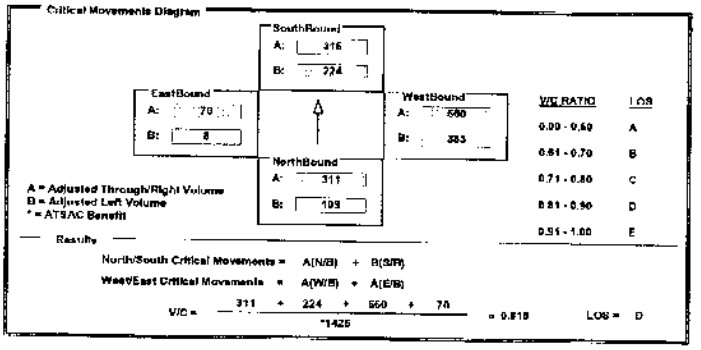
AM/PM: AM Comments: INT# 164

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	109	621	520	224	630	109	696	660	90	8	108	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	621	520	224	630	109	696	660	90	8	108	45
LANE	1	0	2	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (311 + 224 + 550 + 70) / 1425 = 0.818 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99236

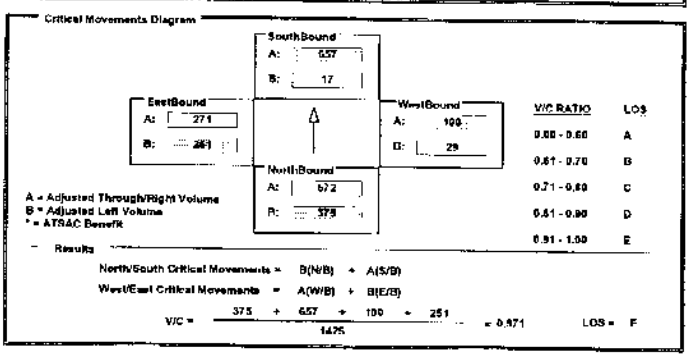
AM/PM: AM Comments: INT# 165

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	375	1312	32	17	1314	408	29	100	41	251	8	263
AMBIENT												
RELATED												
PROJECT												
TOTAL	375	1312	32	17	1314	408	29	100	41	251	8	263
LANE	1	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

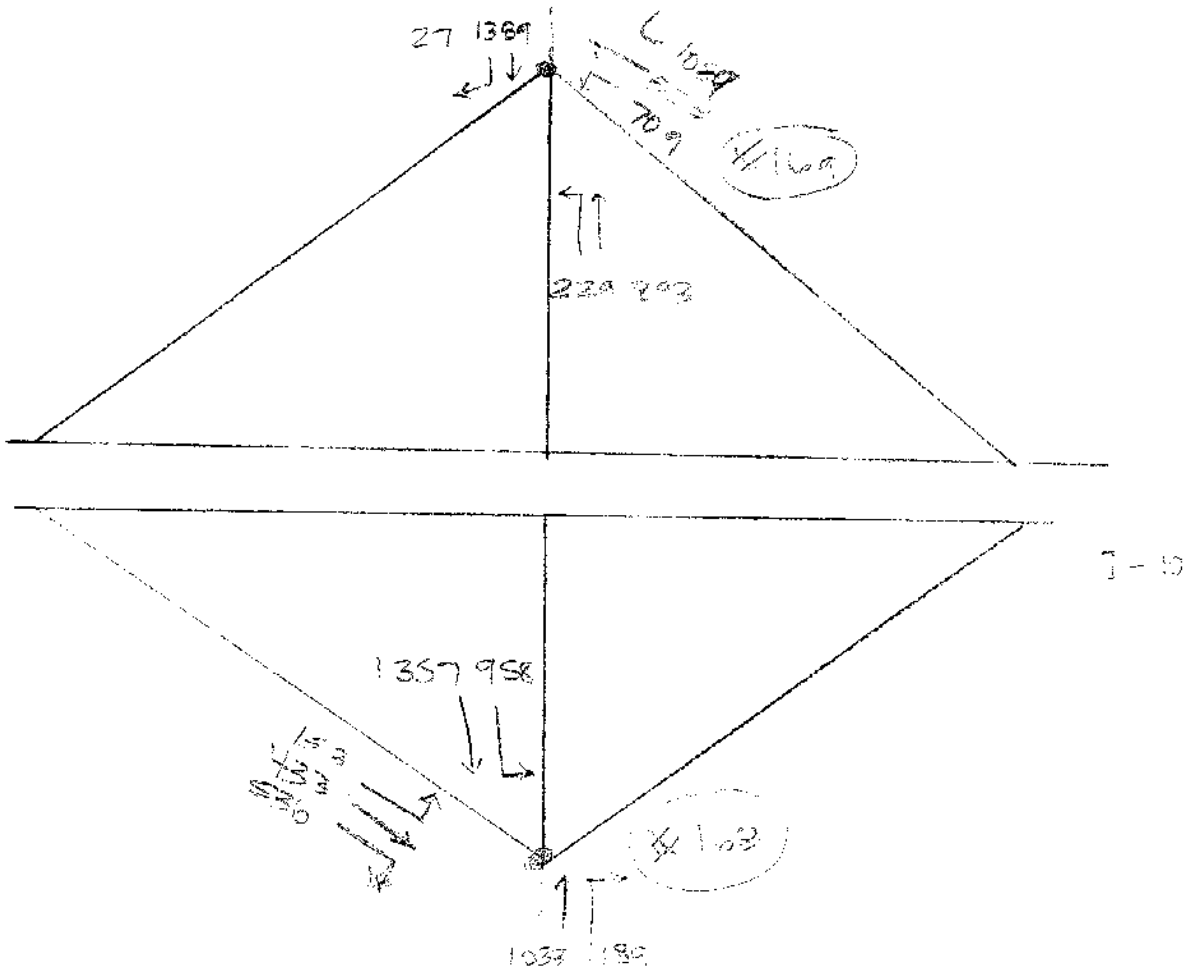
Results

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

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

V/C = (375 + 657 + 100 + 251) / 1425 = 0.971 LOS = E

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2010 W/PROJECT

AM PEAK HOUR

#164 NB CRITICAL = 229 OR (1182 + 1037 − 229)/3 = 664

SB CRITICAL = 958 + 0 = 527 OR 1357/2 = 679

EB CRITICAL = (433 + 158)/2 = 293 OR 536

WB CRITICAL = 0

664 + 527 + 536 = 1,212 LOS F

#169 NB CRITICAL = 229 OR 293/2 = 147

SB CRITICAL = 958 + 0 = 527 OR (1389 + 27 − 527)/2 = 445

EB CRITICAL = 0

WB CRITICAL = (709 + 164)/2 = 437 OR (1089 + 164)/2 = 627

229 + 527 + 627

0.971 LOS E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

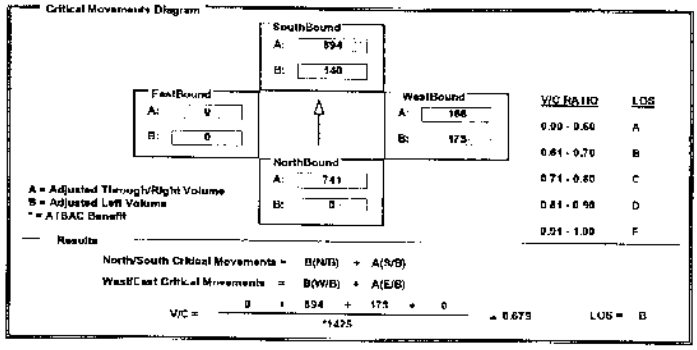
AM/PM: AM Comments: INT# 168

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	2222	205	255	1788	0	173	0	429	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2222	205	255	1788	0	173	0	429	0	0	0
LANE	0 0 3 0 0 1 0			2 0 2 0 0 0 0			1 0 0 0 0 1 1			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot+Pm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

V/C = (0 + 894 + 173 + 0) / 1425 = 0.675 LOS = B

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

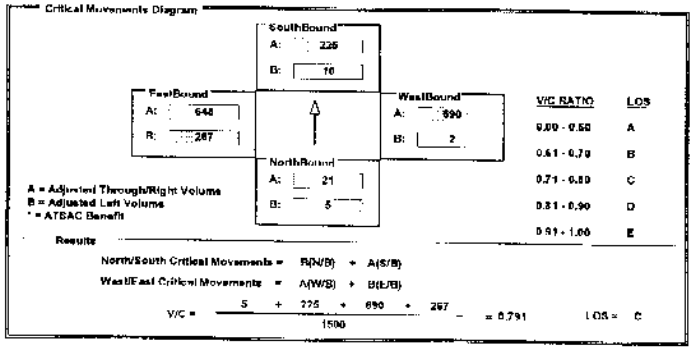
AM/PM: AM Comments: INT# 167

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	5	2	14	10	0	215	2	1267	103	267	1296	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2	14	10	0	215	2	1267	103	267	1296	0
LANE	0 0 0 1 0 0 0			0 0 0 1 0 0 0			0 1 0 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



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 = (5 + 225 + 890 + 267) / 1500 = 0.791 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

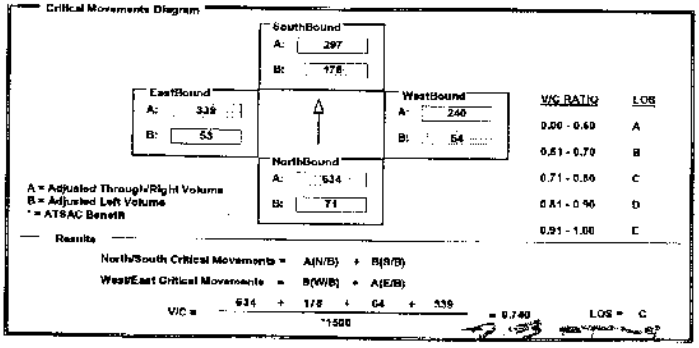
AM/PM: AM Comments: INT# 171

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	634	124	178	272	25	64	420	240	53	678	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	634	124	178	272	25	64	420	240	53	678	38
LANE	1 0 1 0 0 1 0			1 0 0 0 1 0 0			1 0 2 0 0 1 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



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 = (634 + 178 + 64 + 339) / 1500 = 0.740 LOS = C

0.710

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20100

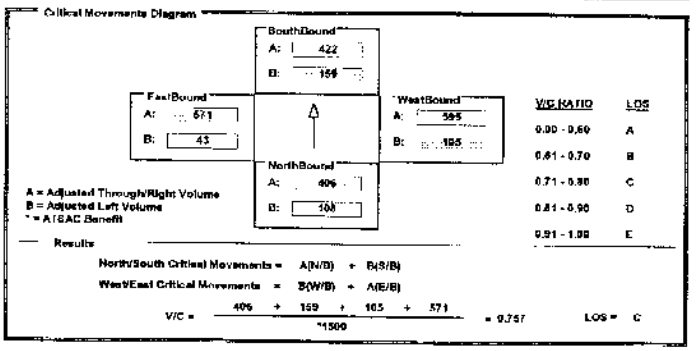
AM/PM: AM Comments: INT# 172

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	108	685	126	159	799	44	105	1189	141	43	1142	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	685	126	159	799	44	105	1189	141	43	1142	121
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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (406 + 159 + 165 + 571) / 1500 = 0.757 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99345

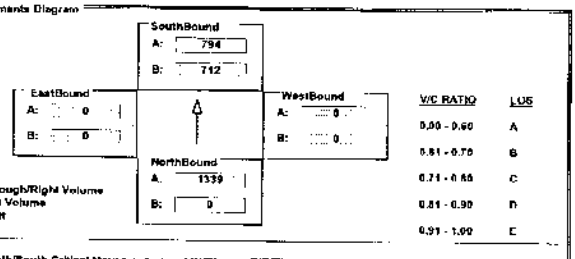
AM/PM: AM Comments: INT# 173

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	1351	1339	712	1588	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1351	1339	712	1588	0	0	0	0	0	0	0
LANE	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

West/East Critical Movements = *

V/C = (1339 + 712 + *) / *1500 = 1.297 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

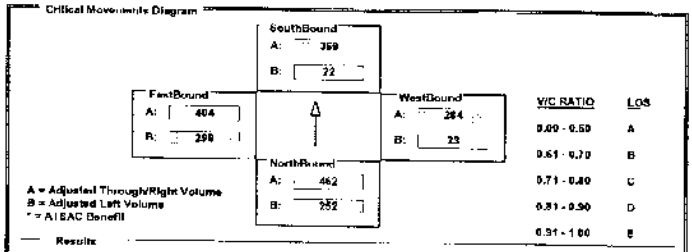
AM/PM: AM Comments: INT# 174

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	1363	23	22	1108	384	23	256	28	527	404	270
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	1363	23	22	1108	384	23	256	28	527	404	270
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	0	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA				

Critical Movements Diagram



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

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

Results

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

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

V/C = (252 + 359 + 284 + 299) / *1375 = 0.799 LOS = D

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

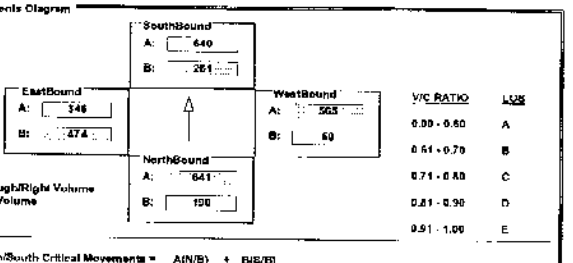
AM/PM: AM Comments: INT# 175

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	1246	35	261	977	303	60	833	296	474	592	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	1246	35	261	977	303	60	833	296	474	592	208
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (641 + 261 + 565 + 474) / 1375 = 1.412 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

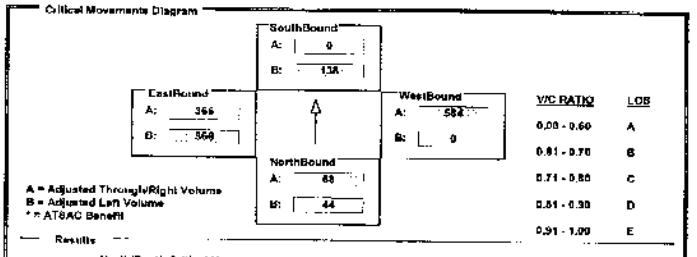
AM/PM: AM Comments: INT# 176

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	52	123	251	0	32	0	1744	8	366	1099	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	52	123	251	0	32	0	1744	8	366	1099	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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

V/C = (68 + 138 + 584 + 366) / *1375 = 0.771 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

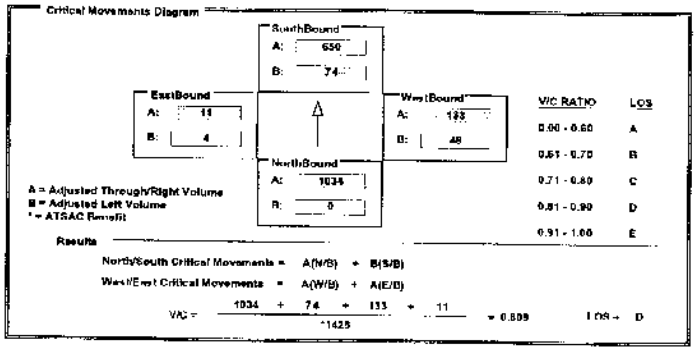
AM/PM: AM Comments: INT# 177

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	1875	193	74	1300	0	87	5	133	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1875	193	74	1300	0	87	5	133	4	4	3
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 1 0	0 0 1	0	0 0 0	1 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (1034 + 74 + 133 + 11) / 1425 = 0.899 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

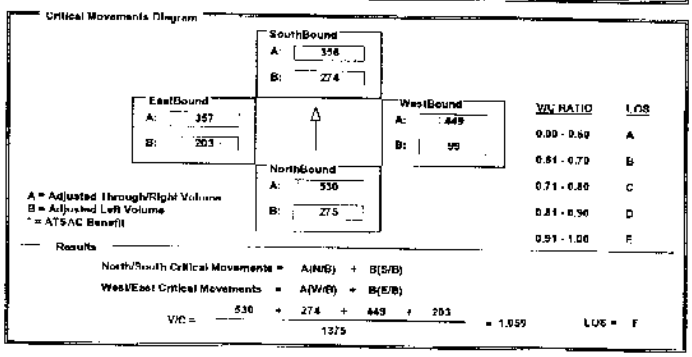
AM/PM: AM Comments: INT# 178

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	275	1589	89	274	971	98	99	786	112	203	670	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1589	89	274	971	98	99	786	112	203	670	43
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (530 + 274 + 449 + 203) / 1375 = 1.059 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

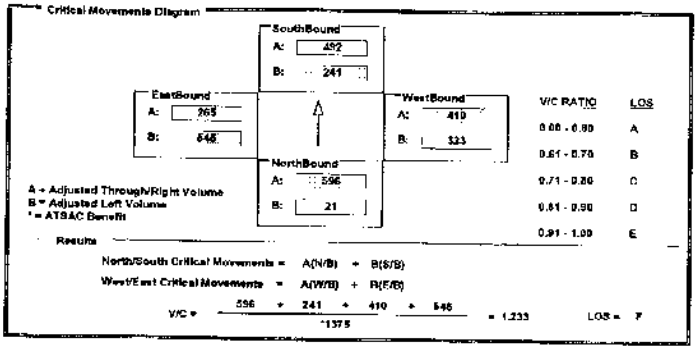
AM/PM: AM Comments: INT# 179

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	1192	580	439	784	200	587	794	25	545	788	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1192	580	439	784	200	587	794	25	545	788	8
LANE	1 0 1	0 1 1	0	2 0 1	0 1 0	0	2 0 1	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (596 + 241 + 410 + 648) / 1375 = 1.233 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

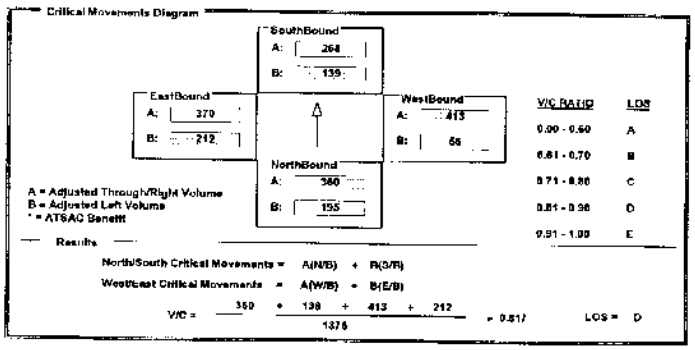
AM/PM: AM Comments: INT# 180

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	195	1038	42	139	605	198	56	1093	146	212	933	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1038	42	139	605	198	56	1093	146	212	933	177
LANE	1 0 2	0 1 0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (360 + 139 + 413 + 212) / 1376 = 0.817 LOS = D

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

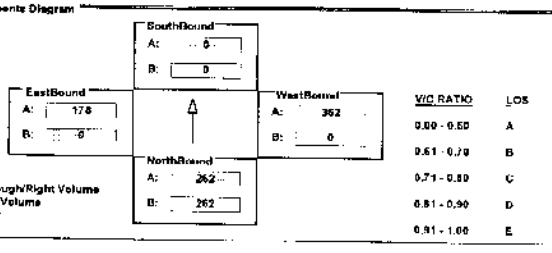
AM/PM: AM Comments: INT# 181

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	427	0	96	0	0	0	0	1068	378	0	533	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	427	0	96	0	0	0	0	1068	378	0	533	133
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (262 + 0 + 362 + 0) / 1500 = 0.416 LOS = A

Developed by Chun Wong 1294

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

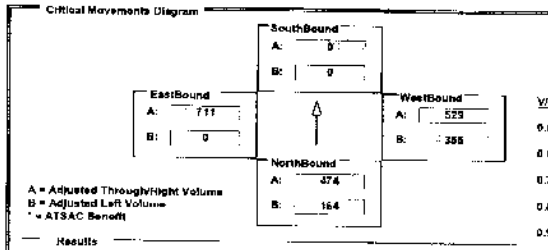
AM/PM: AM Comments: INT# 182

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	299	0	652	0	0	0	355	1058	1	1	1422	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	299	0	652	0	0	0	355	1058	1	1	1422	218
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (474 + 0 + 355 + 711) / *1425 = 1.017 LOS = F

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

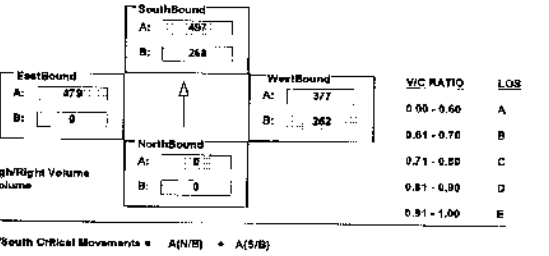
AM/PM: AM Comments: INT# 183

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	268	972	518	476	1131	0	0	1109	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	268	972	518	476	1131	0	0	1109	327
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
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (0 + 497 + 262 + 479) / *1425 = 0.799 LOS = C

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

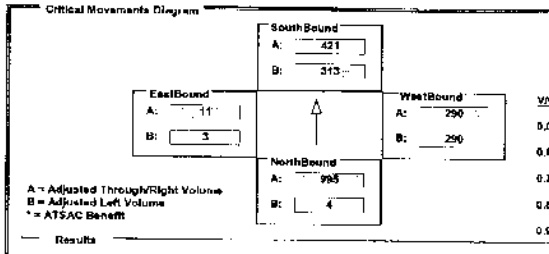
AM/PM: AM Comments: INT# 184

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	1399	1140	313	834	7	573	7	188	3	11	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1399	1140	313	834	7	573	7	188	3	11	4
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (995 + 313 + 290 + 11) / *1375 = 1.100 LOS = F

Developed by Chun Wong 1294

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

AM/PM: AM Comments: INT# 185

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	344	103	124	217	507	43	1372	387	389	473	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	344	103	124	217	507	43	1372	387	389	473	128
LANE	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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: 217 B: 68

EastBound A: 158 B: 214

WestBound A: 467 B: 24

NorthBound A: 172 B: 95

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 = (95 + 217 + 467 + 214) / 1375 = 0.645 LOS = B

Developed by Chen Wong, 1234

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

AM/PM: AM Comments: INT# 186

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	2051	0	0	1879	0	0	0	0	0	0	651
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2051	0	0	1879	0	0	0	0	0	0	651
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 626 B: 0

EastBound A: 358 B: 0

WestBound A: 0 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) + A(E/B)

V/C = (0 + 626 + 0 + 358) / 1500 = 0.656 LOS = A

Developed by Chen Wong, 1234

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

AM/PM: AM Comments: INT# 187

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	2026	0	0	1674	580	0	0	705	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2026	0	0	1674	580	0	0	705	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 388 B: 0

NorthBound A: 675 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 = (675 + 0 + 388 + 0) / 1500 = 0.639 LOS = B

Developed by Chen Wong, 1234

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

AM/PM: AM Comments: INT# 188

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	220	952	53	187	996	220	135	1060	260	225	708	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	952	53	187	996	220	135	1060	260	225	708	161
LANE	1	0	1	0	1	0	1	0	2	0	0	1	1	0	2	0	0	1	1	0	1	0	1	0	1	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: 458 B: 767

EastBound A: 435 B: 225

WestBound A: 530 B: 135

NorthBound A: 503 B: 220

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 = (220 + 458 + 530 + 225) / 1375 = 1.071 LOS = F

Developed by Chen Wong, 1234

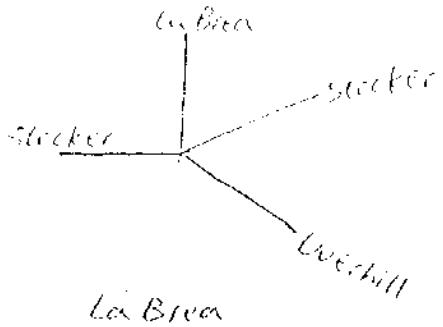
Intersection # 190

N/S STREET La Brea Av / Overhill Dr

E/W STREET Stocker St

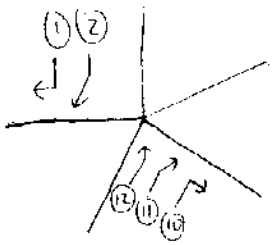
Scenario 2010 W/PROJECT

Peak Hour AM



La Brea

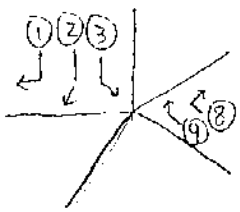
(1)



NB		VOL	LNS	
(12)	T	1360	3	453
(11)	R_0	339	2	176
(10)	R_2	13	0	

SB		VOL	LNS	
(2)	T	1067	2	534
(1)	R	859	Free Flow	

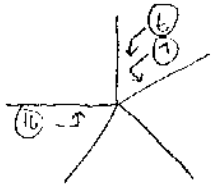
(2)



WB		VOL	LNS	
(9)	T	349	2	275
(8)	R	94	1	94

SB		VOL	LNS	
(3)	L	245	2	123
(2)	T	1067	2	534 - 453 = 81
(1)	R	859	Free Flow	

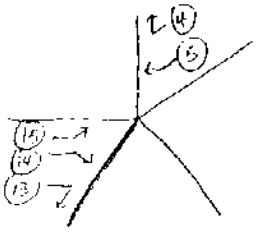
(3)



EB		VOL	LNS	
(16)	L	606	2	303

WB		VOL	LNS	
(7)		49	2	114
(6)		179		

(4)



EB		VOL	LNS	
(15)	T	475	2	275
(14)	R	57		
(13)	R	18		

WB		VOL	LNS	
(5)	T	568	2	284
(4)	R	39	1	38

CRITICAL MOVES 453 + 275 + 303 + 284 = 1315

VOLUME / CAPACITY 1315 / 1375 = 0.956

LOS: E

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

AM/PM: AM Comments: INT# 189

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	216	1298	216	32	1022	322	167	1622	110	262	1117	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1298	216	32	1022	322	167	1622	110	262	1117	86
LANE	1 0 2 0 1 0			1 0 2 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: 511 B: 32

EastBound A: 401 B: 262

WestBound A: 577 B: 167

NorthBound A: 505 B: 216

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 = D(N/B) + A(S/B)

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

V/C = (216 + 511 + 577 + 262) / 1375 = 1.139 LOS = F

Developed by Chun Wong, 1294

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

AM/PM: AM Comments: INT# 191

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	2602	0	0	1629	645	0	0	0	0	0	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2602	0	0	1629	645	0	0	0	0	0	356
LANE	0 0 3 0 0 0			0 0 2 0 1 0 0			0 0 0 0 0 0			0 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 758 B: 0

EastBound A: 356 B: 0

WestBound A: 0 B: 0

NorthBound A: 867 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 = (867 + 0 + 0 + 356) / 1500 = 0.815 LOS = D

Developed by Chun Wong, 1294

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

AM/PM: AM Comments: INT# 192

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	168	872	0	0	441	207	0	0	0	143	0	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	872	0	0	441	207	0	0	0	143	0	57
LANE	1 0 2 0 0 0			0 0 2 0 1 0 0			0 0 0 0 0 0			2 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 216 B: 0

EastBound A: 57 B: 79

WestBound A: 0 B: 0

NorthBound A: 436 B: 168

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 = (436 + 0 + 0 + 79) / 1500 = 0.273 LOS = A

Developed by Chun Wong, 1294

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

AM/PM: AM Comments: INT# 193

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	1150	56	542	883	0	0	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1150	56	542	883	0	0	0	243	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: 342 B: 258

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 575 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 = (575 + 258 + 0 + 0) / 1425 = 0.543 LOS = A

Developed by Chun Wong, 1294

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

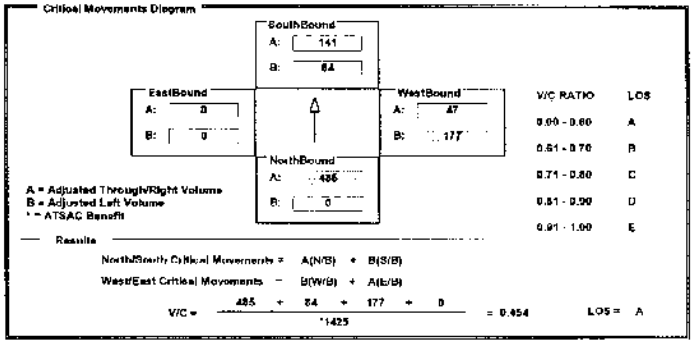
AM/PM: AM Comments: INT# 194

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	969	0	84	423	1	322	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	969	0	84	423	1	322	0	89	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
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



Results

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

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

V/C = (485 + 84 + 177 + 0) / 1425 = 0.854 LOS = A

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

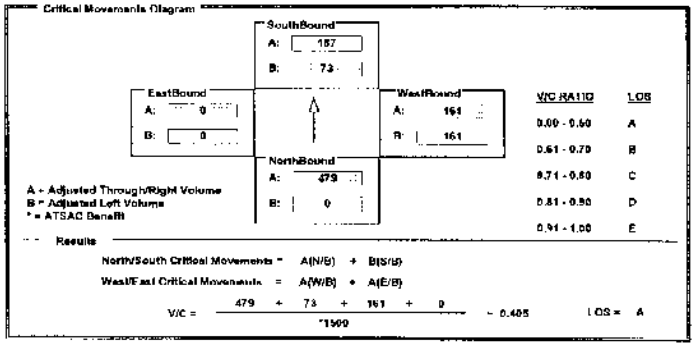
AM/PM: AM Comments: INT# 195

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	843	114	73	562	0	191	0	291	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	843	114	73	562	0	191	0	291	0	0	0
LANE	0 1	0 1	0 0	1	0 3	0 0	0	1 0	0 1	0	0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



Results

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

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

V/C = (479 + 73 + 161 + 0) / 1500 = 0.485 LOS = A

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

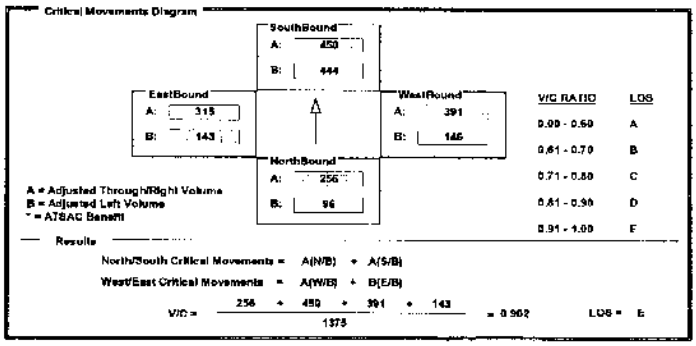
AM/PM: AM Comments: INT# 196

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	366	145	444	900	159	268	1065	109	143	870	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	366	145	444	900	159	268	1065	109	143	870	75
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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



Results

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

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

V/C = (256 + 450 + 391 + 143) / 1375 = 0.962 LOS = E

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

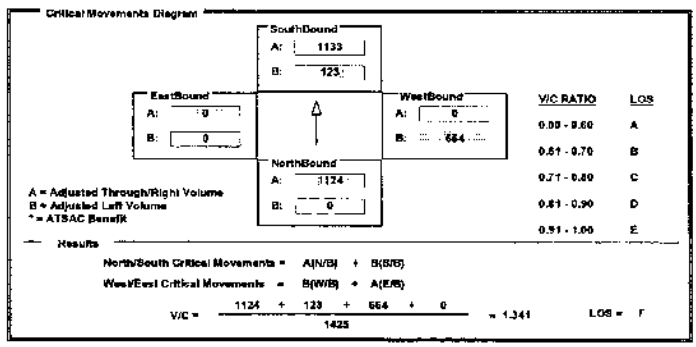
AM/PM: AM Comments: INT# 197

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	3371	821	123	2265	0	1207	0	274	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3371	821	123	2265	0	1207	0	274	0	0	0
LANE	0 0	3 0	0 1	0	1 0	2 0	0 0	0	2 0	0 0	0 1	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



Results

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

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

V/C = (1124 + 123 + 664 + 0) / 1425 = 1.341 LOS = F

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

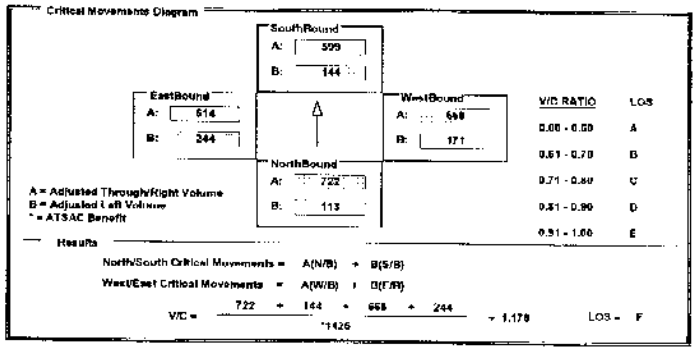
AM/PM: AM Comments: INT# 198

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	2115	51	144	1422	375	171	2003	65	444	1843	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	2115	51	144	1422	375	171	2003	65	444	1843	154
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	3	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (722 + 144 + 668 + 244) / 1425 = 1.179 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

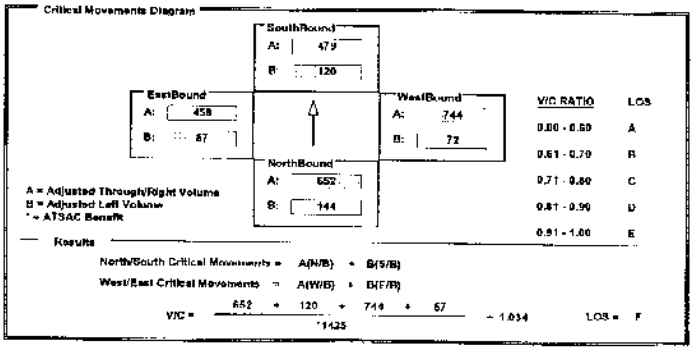
AM/PM: AM Comments: INT# 199

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	144	1920	37	120	1412	25	72	1488	335	57	915	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1920	37	120	1412	25	72	1488	335	57	915	108
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (652 + 120 + 744 + 87) / 1425 = 1.034 LOS = F

Developed by Chun Wong 12/04

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

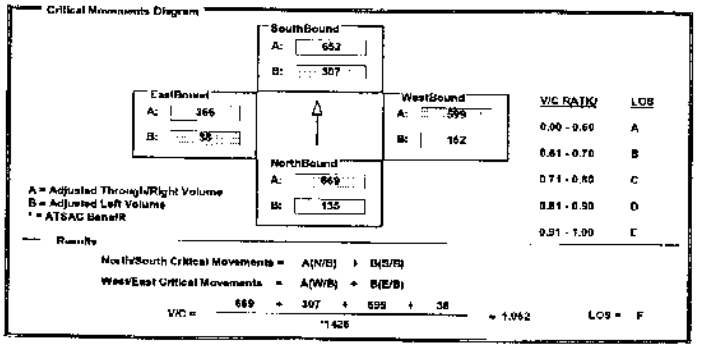
AM/PM: AM Comments: INT# 200

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	135	2008	51	307	1957	122	152	866	332	38	658	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	2008	51	307	1957	122	152	866	332	38	658	73
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (669 + 307 + 599 + 38) / 1425 = 1.062 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

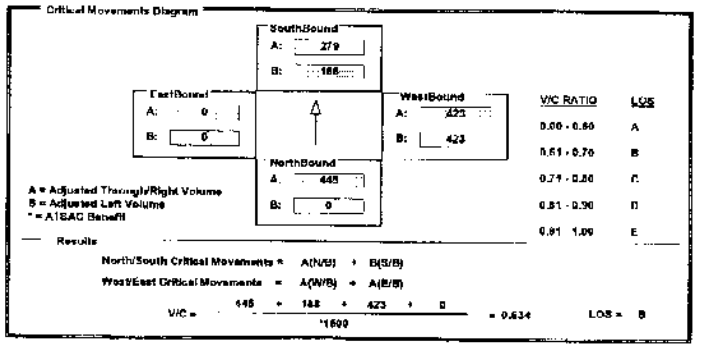
AM/PM: AM Comments: INT# 201

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	889	77	188	558	0	752	0	93	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	889	77	188	558	0	752	0	93	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (445 + 188 + 423 + 0) / 1600 = 0.634 LOS = B

Developed by Chun Wong 12/04

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

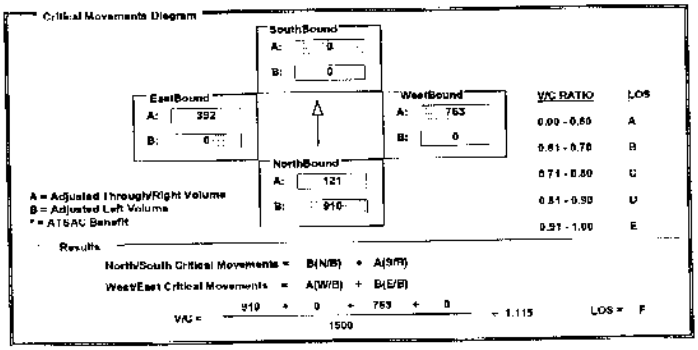
AM/PM: AM Comments: INT# 202

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	1655	0	121	0	0	0	0	2289	0	0	1177	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1655	0	121	0	0	0	0	2289	0	0	1177	0
LANE	2	0	0	0	1	0	0	0	0	0	3	0
	0	0	0	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (910 + 0 + 765 + 0) / 1500 = 1.115 LOS = F

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

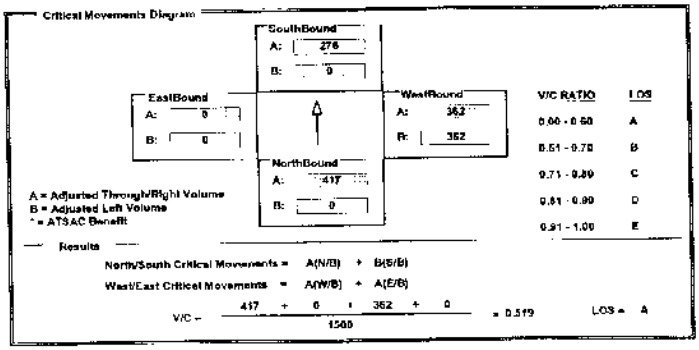
AM/PM: AM Comments: INT# 203

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	1252	0	0	1102	0	397	0	690	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1252	0	0	1102	0	397	0	690	0	0	0
LANE	0	3	0	0	0	0	0	4	0	0	0	0
	1	0	0	0	0	1	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (417 + 0 + 362 + 0) / 1500 = 0.519 LOS = A

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

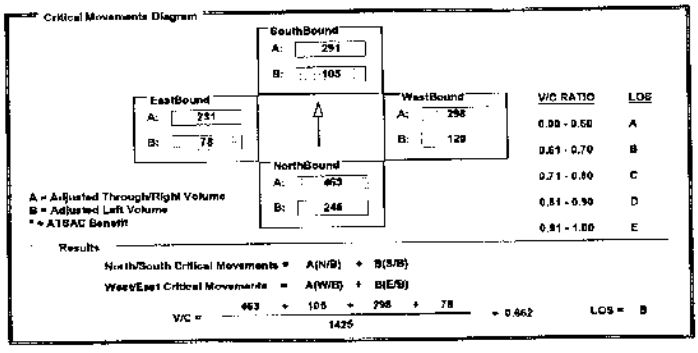
AM/PM: AM Comments: INT# 204

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	245	1388	105	105	803	70	120	298	121	78	357	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	1388	105	105	803	70	120	298	121	78	357	105
LANE	1	0	3	0	1	0	1	0	2	0	1	0
	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (463 + 105 + 298 + 78) / 1425 = 0.662 LOS = B

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

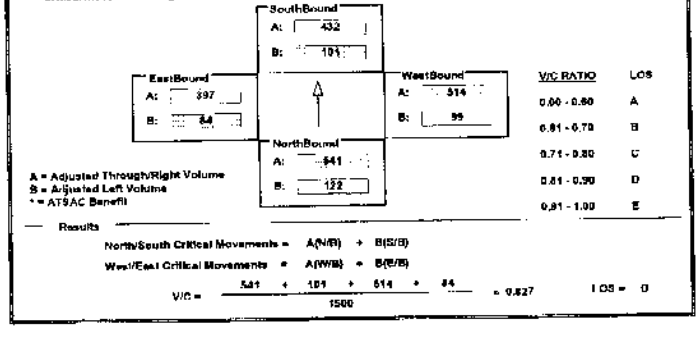
AM/PM: AM Comments: INT# 205

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	122	414	127	101	354	78	99	448	66	84	314	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	414	127	101	354	78	99	448	66	84	314	83
LANE	1	0	0	0	1	0	0	0	1	0	0	0
	1	0	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



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 = (541 + 109 + 514 + 84) / 1500 = 0.827 LOS = D

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

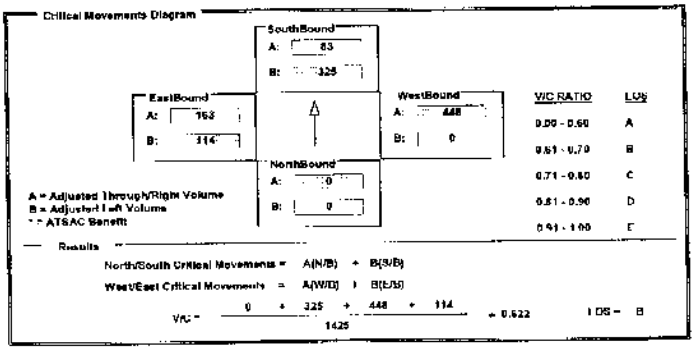
AM/PM: AM Comments: INT# 206

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	591	0	140	0	906	885	114	489	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	591	0	140	0	906	885	114	489	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 325 + 448 + 114) / 1425 = 0.622 LOS = B

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

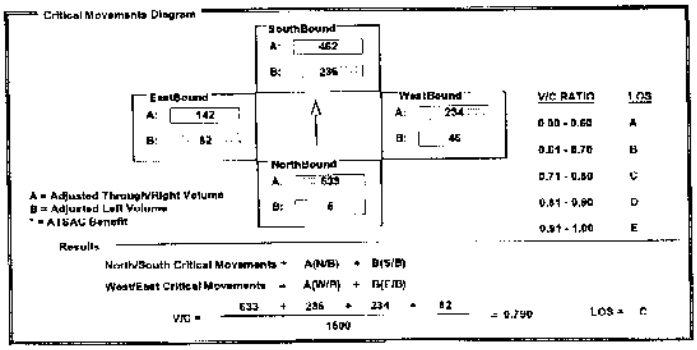
AM/PM: AM Comments: INT# 207

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	5	468	164	236	395	67	46	107	127	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	468	164	236	395	67	46	107	127	82	140	2
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	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



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 = (633 + 236 + 234 + 82) / 1600 = 0.790 LOS = C

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

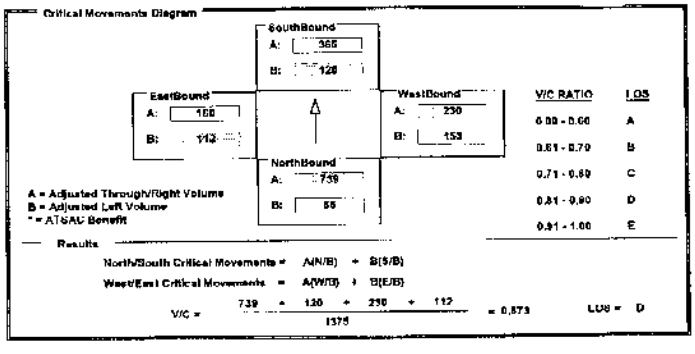
AM/PM: AM Comments: INT# 208

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	86	2218	190	216	1055	41	153	302	290	112	262	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	2218	190	216	1055	41	153	302	290	112	262	57
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	2	0	0	1	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



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 = (739 + 128 + 230 + 112) / 1375 = 0.873 LOS = D

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

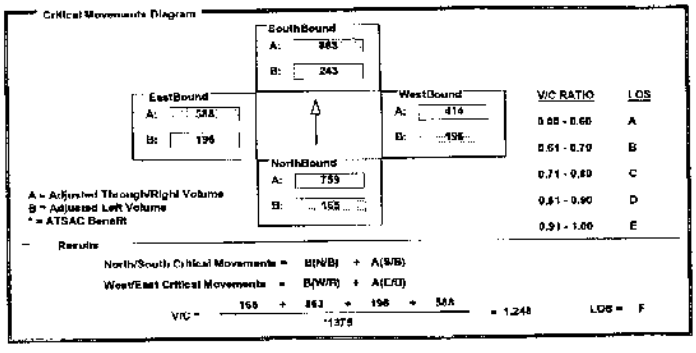
AM/PM: AM Comments: INT# 209

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	165	1388	152	243	1452	273	196	1154	89	196	1765	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	165	1388	152	243	1452	273	196	1154	89	196	1765	218
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (165 + 883 + 196 + 584) / 1375 = 1.248 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: AM Comments: INT# 210

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	789	56	1551	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	677	789	56	1551	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0 0			0 0 0 0 0 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 776 B: 56

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 789 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 = + +

V/C = (789 + 56 + + +) / 1500 = 0.583 LOS = A

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: AM Comments: INT# 211

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	30	665	0	0	1087	531	245	176	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	665	0	0	1087	531	245	176	16	128	0	58
LANE	1 0 2 0 0 0			0 0 2 0 0 1 0			1 0 0 1 0 0 0			2 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 544 B: 0

EastBound A: 58 B: 70

WestBound A: 219 B: 219

NorthBound A: 535 B: 30

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 = (30 + 544 + 219 + 70) / *1425 = 0.536 LOS = A

Developed by Chun Wong, 1994

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: AM Comments: INT# 212

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	190	1242	282	142	1118	93	174	747	165	225	864	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1242	282	142	1118	93	174	747	165	225	864	58
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: 606 B: 142

EastBound A: 461 B: 225

WestBound A: 456 B: 174

NorthBound A: 621 B: 190

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 = (190 + 606 + 456 + 225) / *1500 = 0.918 LOS = E

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20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: AM Comments: INT# 215

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	0	320	0	0	0	784	1391	0	0	1988	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	0	320	0	0	0	784	1391	0	0	1988	26
LANE	0 0 0 0 0 1 1			0 0 0 0 0 0 0			2 0 2 0 0 0 0			0 0 2 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Prot-Pm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 671 B: 0

WestBound A: 696 B: 431

NorthBound A: 0 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 = B(N/B) + A(S/B)

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

V/C = (7 + 0 + 431 + 671) / *1425 = 0.708 LOS = C

0.708 LOS C

Developed by Chun Wong, 1994

0.678 LOS B

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

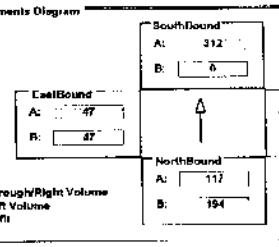
AM/PM: AM Comments: INT# 216

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	352	234	0	0	624	183	0	0	0	94	0	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	352	234	0	0	624	183	0	0	0	94	0	98
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (194 + 312 + 0 + 47) / 1425 = 0.388 LOS = A

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

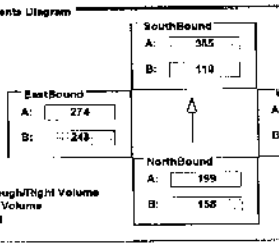
AM/PM: AM Comments: INT# 217

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	158	144	199	110	104	509	288	1131	193	248	1014	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	144	199	110	104	509	288	1131	193	248	1014	82
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (158 + 385 + 331 + 248) / 1425 = 0.717 LOS = C

Developed by Chun Wong, 12/94

20AMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

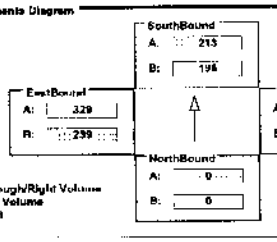
AM/PM: AM Comments: INT# 218

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	195	0	213	0	516	120	239	658	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	195	0	213	0	516	120	239	658	0
LANE	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

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) + A(S/B)

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

V/C = (0 + 213 + 258 + 239) / 1500 = 0.473 LOS = A

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:04:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV W/E: TEALE ST I/S No: 99438

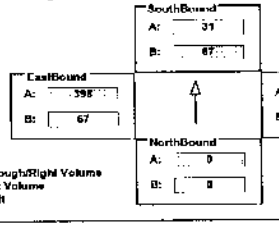
AM/PM: AM Comments: INT# 219

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	0	31	0	458	34	67	795	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	67	0	31	0	458	34	67	795	0
LANE	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

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 = (0 + 67 + 0 + 398) / 1500 = 0.310 LOS = A

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALL ST I/S No: 99440

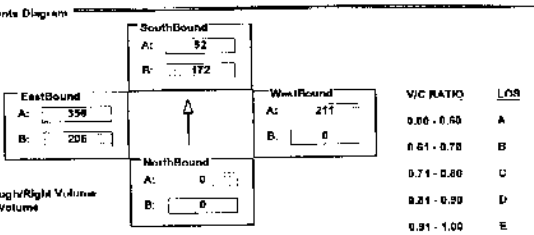
AM/PM: AM Comments: INT# 220

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	172	0	52	0	422	137	206	711	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	172	0	52	0	422	137	206	711	0
LANE	0	0	0	1	0	0	0	2	0	1	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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)

$$V/C = \frac{0 + 172 + 211 + 206}{1500} = 0.353 \qquad LOS = A$$

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT

PM PEAK HOUR

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ESTCHESTER PKWY/ARBOR VITAE I/S No: 20110

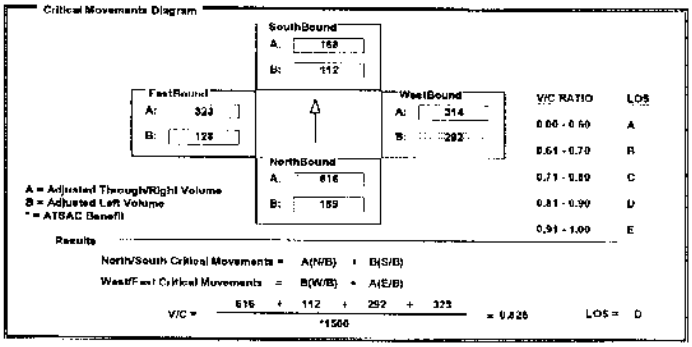
AM/PM: PM Comments: INT# 1

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	189	1053	179	112	503	88	292	524	103	128	646	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	1053	179	112	503	88	292	524	103	128	646	274
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (515 + 112 + 292 + 323) / *1500 = 0.828 LOS = D

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

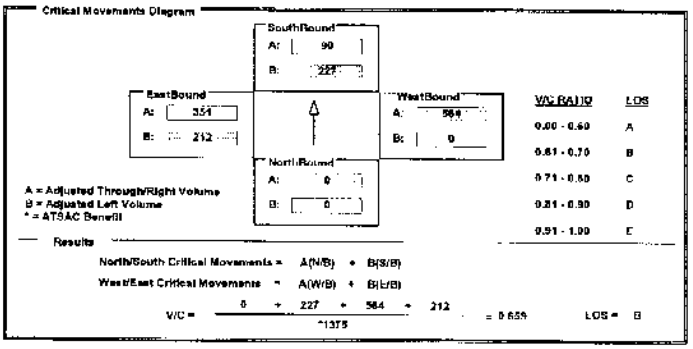
AM/PM: PM Comments: INT# 2

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	614	0	356	0	945	678	386	1405	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	614	0	356	0	945	678	386	1405	0
LANE	0	0	0	0	0	0	3	0	0	0	2	0	0	0	4	0	0	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 227 + 564 + 212) / *1375 = 0.659 LOS = B

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

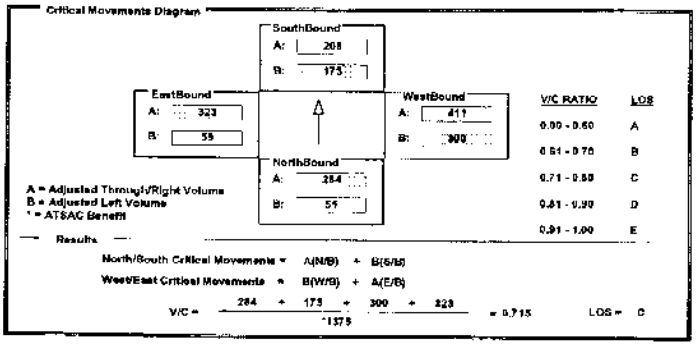
AM/PM: PM Comments: INT# 3

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	51	254	548	173	182	26	548	773	48	59	956	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	254	548	173	182	26	548	773	48	59	956	13
LANE	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (284 + 175 + 300 + 323) / *1375 = 0.715 LOS = C

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

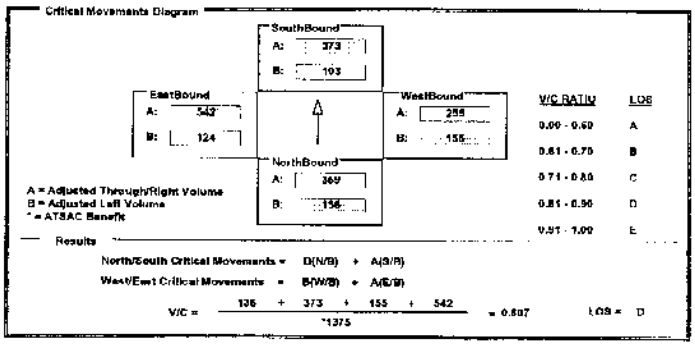
AM/PM: PM Comments: INT# 4

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	248	717	91	103	631	115	155	436	74	124	710	374
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	717	91	103	631	115	155	436	74	124	710	374
LANE	2	0	2	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = D(N/B) + A(S/B)

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

V/C = (156 + 373 + 155 + 542) / *1375 = 0.807 LOS = D

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

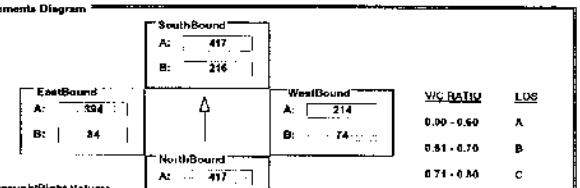
AM/PM: PM Comments: INT# 5

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	639	195	216	720	114	74	428	140	84	622	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	639	195	216	720	114	74	428	140	84	622	165
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	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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	F

Results

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

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

V/C = (417 + 216 + 74 + 394) / 1500 = 0.734 LOS = C

Developed by Chen Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

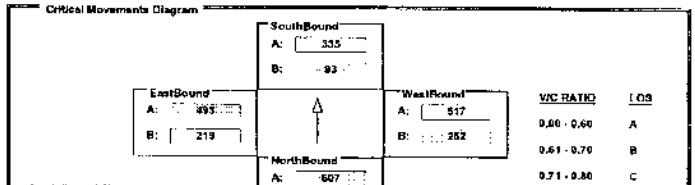
AM/PM: PM Comments: INT# 5

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	416	1144	69	169	849	157	252	1851	217	219	1687	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	416	1144	69	169	849	157	252	1851	217	219	1687	286
LANE	3	0	1	0	1	0	0	2	0	2	0	1	0	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



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 = (607 + 93 + 252 + 493) / 1375 = 0.951 LOS = E

Developed by Chen Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

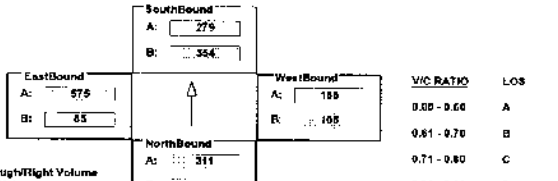
AM/PM: PM Comments: INT# 7

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	621	297	643	838	187	190	554	381	154	1492	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	621	297	643	838	187	190	554	381	154	1492	234
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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 = (311 + 354 + 105 + 575) / 1375 = 0.905 LOS = E

Developed by Chen Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

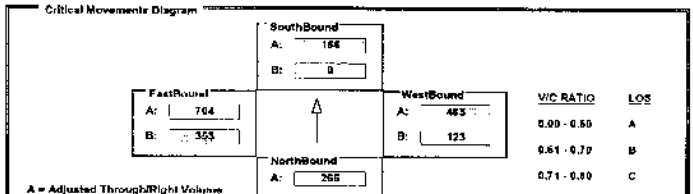
AM/PM: PM Comments: INT# 8

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	265	448	84	0	332	327	123	985	4	353	1408	346
AMBIENT												
RELATED												
PROJECT												
TOTAL	265	448	84	0	332	327	123	985	4	353	1408	346
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (265 + 166 + 483 + 353) / 1375 = 0.921 LOS = E

Developed by Chen Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

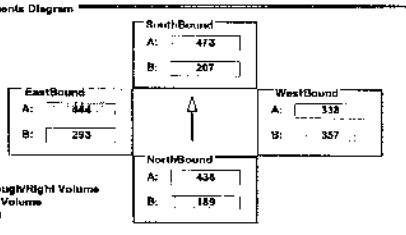
AM/PM: PM Comments: INT# 9

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	343	964	616	376	1892	435	649	1247	104	533	1584	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	964	616	376	1892	435	649	1247	104	533	1584	211
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	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (189 + 473 + 357 + 444) / 1375 = 1.064 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20449

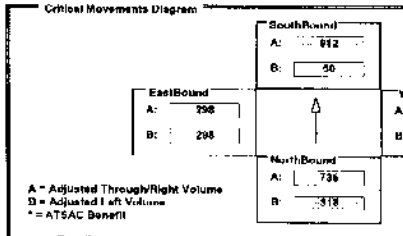
AM/PM: PM Comments: INT# 10

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	318	2184	23	50	2278	459	8	2	29	595	0	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	318	2184	23	50	2278	459	8	2	29	595	0	282
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	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



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	F

Results

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

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

V/C = (318 + 912 + 31 + 298) / 1375 = 1.064 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

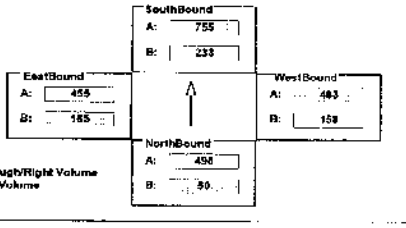
AM/PM: PM Comments: INT# 11

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	50	995	102	233	1190	320	158	688	278	165	859	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	995	102	233	1190	320	158	688	278	165	859	50
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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



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 = (50 + 755 + 483 + 165) / 1500 = 0.899 LOS = D

0.83 ATSAC

Developed by Chun Wong, 12/94

0.969

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

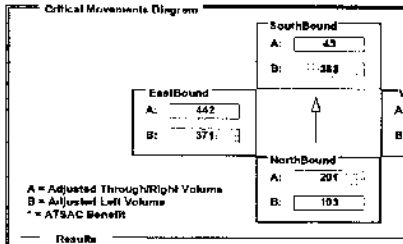
AM/PM: PM Comments: INT# 12

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	188	602	257	697	85	401	190	1075	385	675	1326	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	602	257	697	85	401	190	1075	385	675	1326	94
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	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

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 = (201 + 383 + 358 + 371) / 1375 = 0.885 LOS = D

0.83 ATSAC

Developed by Chun Wong, 12/94

0.855

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: CENTINELA AV | I/S No: 19920

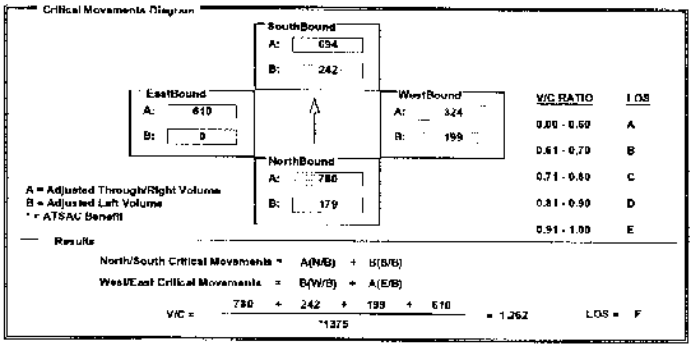
AM/PM: PM | Comments: INT# 13

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	2188	152	242	2031	52	199	971	169	0	1553	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2188	152	242	2031	52	199	971	169	0	1553	276
LANE	1 0 2 0 1 0			1 0 2 0 1 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



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 = (780 + 242 + 199 + 610) / *1375 = 1.262 LOS = F

Developed by Chon Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL | W/E: CENTINELA AV | I/S No: 19970

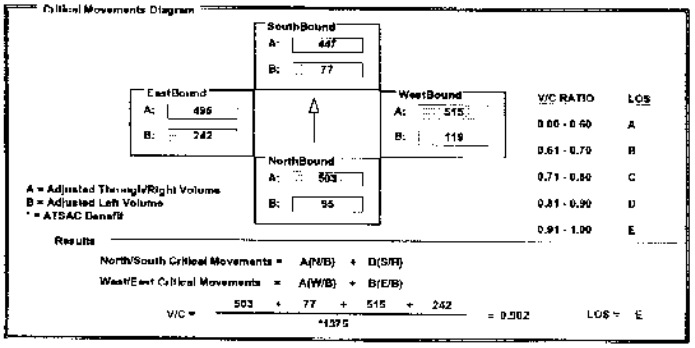
AM/PM: PM | Comments: INT# 14

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	172	1245	265	77	1099	243	217	1006	24	242	1370	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	1245	265	77	1099	243	217	1006	24	242	1370	116
LANE	2 0 2 0 1 0 0			1 0 2 0 1 0 0			2 0 1 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



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 = (503 + 77 + 515 + 242) / *1375 = 0.902 LOS = E

Developed by Chon Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: CENTINELA AV | I/S No: 93001

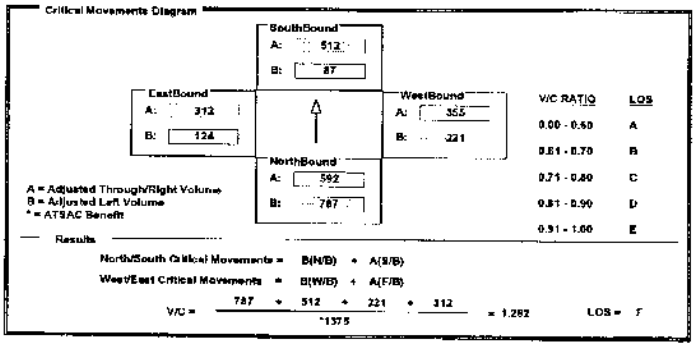
AM/PM: PM | Comments: INT# 15

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	1431	1776	335	159	1538	127	402	560	150	124	936	1960
AMBIENT												
RELATED												
PROJECT												
TOTAL	1431	1776	335	159	1538	127	402	560	150	124	936	1960
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (787 + 512 + 221 + 312) / *1375 = 1.282 LOS = F

Developed by Chon Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: WASHINGTON BL | I/S No: 99146

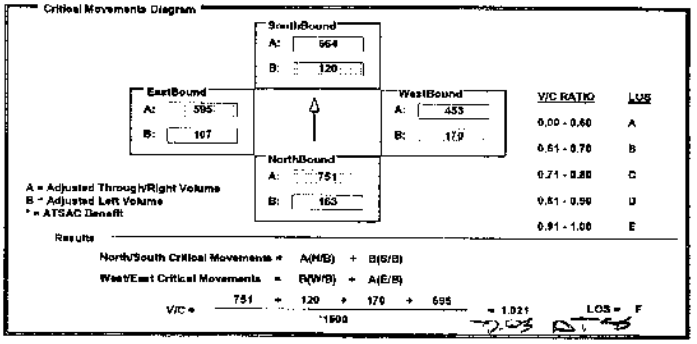
AM/PM: PM | Comments: INT# 16

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	1399	102	120	1328	69	170	725	181	107	1070	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	1399	102	120	1328	69	170	725	181	107	1070	120
LANE	1 0 1 0 1 0 0			1 0 2 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



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 = (751 + 120 + 170 + 595) / *1500 = 1.021 LOS = F

0.903 D

0.90! LOS E

Developed by Chon Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: CENTURY BL | I/S No: 19680

AM/PM: PM | Comments: INT# 17

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	3882	43	0	4011	317	633	256	393	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3882	43	0	4011	317	633	256	393	0	0	0
LANE	0	0	4	0	0	1	0	0	4	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram

SouthBound A: 1003 B: 0

EastBound A: 0 B: 0

WestBound A: 445 B: 445

NorthBound A: 971 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 = (0 + 1003 + 445 + 0) / *1500 = 0.895 LOS = D

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: JEFFERSON BL | I/S No: 19917

AM/PM: PM | Comments: INT# 18

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	1138	432	16	1250	0	1309	0	2	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1138	432	16	1250	0	1309	0	2	0	0	0
LANE	0	0	1	0	1	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram

SouthBound A: 673 B: 16

EastBound A: 0 B: 0

WestBound A: 2 B: 720

NorthBound A: 869 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 = (0 + 673 + 720 + 0) / *1500 = 0.859 LOS = D

0.82.3

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: MARINA EXWY ES RAMPS | I/S No: 20390

AM/PM: PM | Comments: INT# 19

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	1218	811	369	1820	0	0	0	0	67	0	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1218	811	369	1820	0	0	0	0	67	0	107
LANE	0	0	2	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto

Critical Movements Diagram

SouthBound A: 607 B: 369

EastBound A: 107 B: 34

WestBound A: 0 B: 0

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 = A(W/B) + A(E/B)

V/C = (809 + 369 + 0 + 107) / *1500 = 0.853 LOS = B

Developed by Chun Wong 12/94

0.62.3

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: MARINA EXWY WB RAMPS | I/S No: 20400

AM/PM: PM | Comments: INT# 20

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	229	1056	0	0	903	119	591	492	1	149	0	696
AMBIENT												
RELATED												
PROJECT												
TOTAL	229	1056	0	0	903	119	591	492	1	149	0	696
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto

Critical Movements Diagram

SouthBound A: 341 B: 0

EastBound A: 696 B: 149

WestBound A: 361 B: 361

NorthBound A: 528 B: 229

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 = (229 + 341 + 361 + 696) / *1425 = 1.072 LOS = F

Developed by Chun Wong & 12/94

1.04.2

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99226

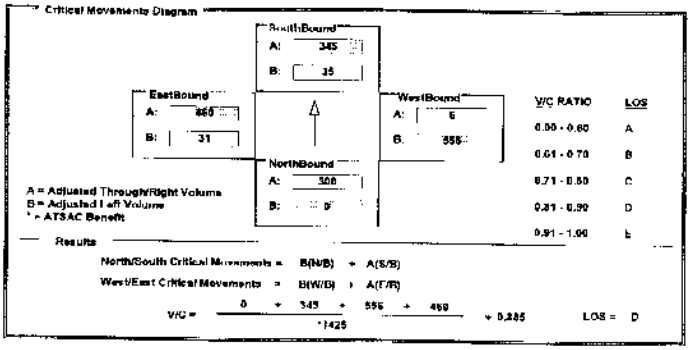
AM/PM: PM Comments: INT# 21

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	599	768	35	689	0	1011	0	8	31	229	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	599	768	35	689	0	1011	0	8	31	229	200
LANE	0	0	2	0	0	2	1	0	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 345 + 555 + 460) / 1425 = 0.885 LOS = D

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

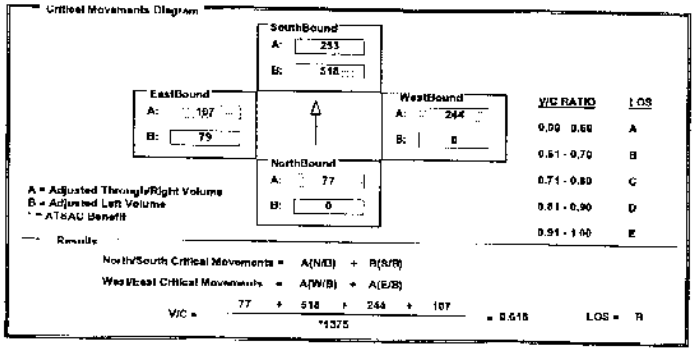
AM/PM: PM Comments: INT# 22

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	149	4	1399	179	74	2	16	471	79	20	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	149	4	1399	179	74	2	16	471	79	20	6
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (77 + 518 + 244 + 197) / 1375 = 0.618 LOS = B

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

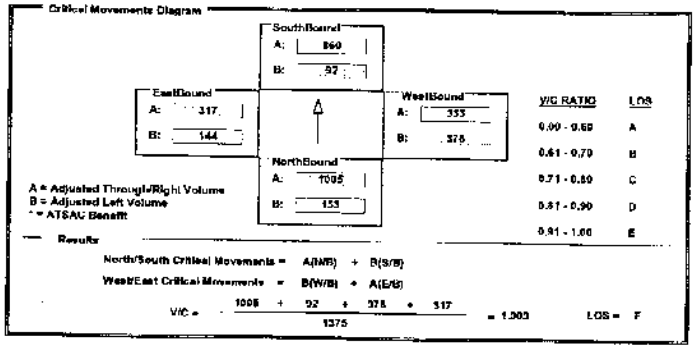
AM/PM: PM Comments: INT# 23

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	279	3015	198	168	3440	51	687	321	379	144	477	394
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	3015	198	168	3440	51	687	321	379	144	477	394
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	1	1	0	0	1	0	1	1	0	1	0	1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (1095 + 92 + 378 + 317) / 1375 = 1.003 LOS = F

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20PMPROJ

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

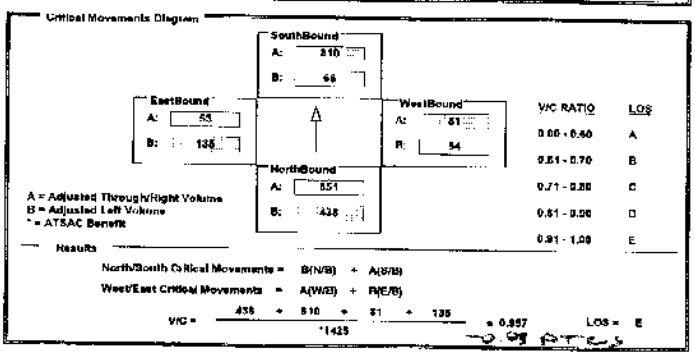
AM/PM: PM Comments: INT# 24

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	797	2554	67	66	2269	160	54	46	35	135	53	662
AMBIENT												
RELATED												
PROJECT												
TOTAL	797	2554	67	66	2269	160	54	46	35	135	53	662
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	1	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



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 = (438 + 810 + 51 + 135) / 1425 = 0.957 LOS = E

0.92

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: PM Comments: INT# 25

COUNT DATE: STUDY DATE: GROWTH FACTOR:

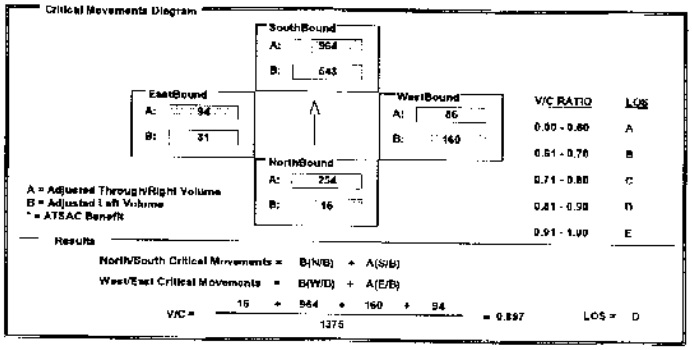
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	413	94	543	911	53	160	86	296	31	53	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	413	94	543	911	53	160	86	296	31	53	10

LANE: 1 0 3 0 1 0 | 1 0 0 0 1 0 0 | 1 0 0 0 1 0 0 | 0 0 0 1 0 0 0

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

Critical Movements Diagram



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 = (16 + 564 + 160 + 94) / 1375 = 0.597 LOS = D

Developed by Chun Wong, 1/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

AM/PM: PM Comments: INT# 26

COUNT DATE: STUDY DATE: GROWTH FACTOR:

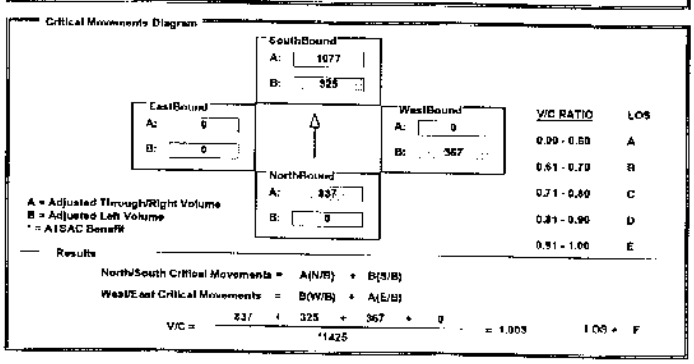
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3346	728	591	3232	0	991	0	206	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3346	728	591	3232	0	991	0	206	0	0	0

LANE: 0 0 4 0 0 1 0 | 2 0 5 0 0 0 0 | 3 0 0 0 1 0 | 0 0 0 0 0 0 0

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

Critical Movements Diagram



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 = (337 + 325 + 367 + 0) / 1425 = 1.003 LOS = F

Developed by Chun Wong, 1/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: PM Comments: INT# 27

COUNT DATE: STUDY DATE: GROWTH FACTOR:

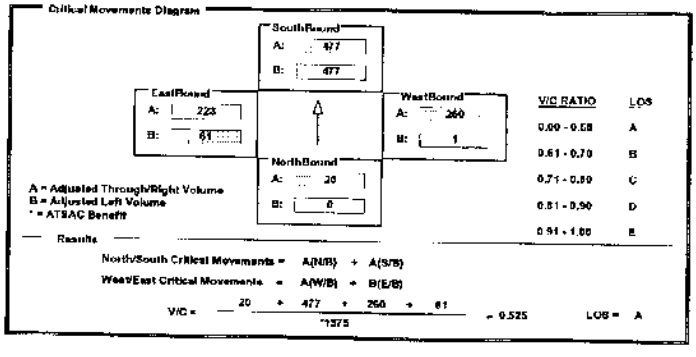
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2	18	953	0	186	1	520	726	111	446	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	18	953	0	186	1	520	726	111	446	0

LANE: 0 0 0 1 0 0 0 | 1 0 0 1 0 1 0 | 1 0 2 0 0 1 0 | 2 0 1 0 1 0 0

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

Critical Movements Diagram



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 = (20 + 477 + 260 + 61) / 1375 = 0.525 LOS = A

Developed by Chun Wong, 1/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: PM Comments: INT# 28

COUNT DATE: STUDY DATE: GROWTH FACTOR:

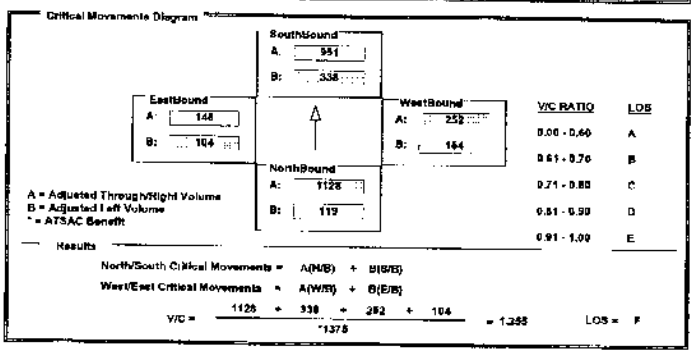
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	2844	1205	614	3719	88	280	418	421	189	251	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	2844	1205	614	3719	88	280	418	421	189	251	208

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

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

Critical Movements Diagram



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 = (1126 + 338 + 252 + 164) / 1375 = 1.255 LOS = F

Developed by Chun Wong, 1/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

AM/PM: PM Comments: INT# 29

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	228	374	152	100	661	30	231	771	70	34	744	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	374	152	100	661	30	231	771	70	34	744	192
LANE	1 0	1 0	0 1	0	1 0	1 0	1 0	1 0	0 1	1 0	2 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 661 B: 100
EastBound A: 468 B: 34
WestBound A: 385 B: 231
NorthBound A: 374 B: 228

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 = (228 + 661 + 231 + 468) / *1425 = 1.044 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: PM Comments: INT# 30

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	27	489	0	0	0	570	688	821	371	1463	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	268	27	489	0	0	0	570	688	821	371	1463	0
LANE	1 0	0 1	0 0	0	0 0	0 0	0	0 0	0 0	0 2	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 488 B: 371
WestBound A: 821 B: 0
NorthBound A: 516 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 = A(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (516 + 0 + 821 + 371) / 1200* = 1.353 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

AM/PM: PM Comments: INT# 31

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	164	0	702	570	958	0	371	1298	201
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	164	0	702	570	958	0	371	1298	201
LANE	0 0	0 0	0 0	0	0 0	1 0	1 0	1 0	1 0	2 0	2 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 351 B: 164
EastBound A: 433 B:
WestBound A: 478 B: 314
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 = (0 + 351 + 314 + 433) / 1200* = 0.845 LOS = D

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

AM/PM: PM Comments: INT# 32

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	2493	327	84	2544	638	383	523	203	574	729	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2493	327	84	2544	638	383	523	203	574	729	276
LANE	1 0	2 0	1 0	0	1 0	3 0	0 1	0	2 0	2 0	0 1	0	2 0	1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 848 B: 84
EastBound A: 503 B: 316
WestBound A: 262 B: 211
NorthBound A: 940 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 = A(W/B) + A(E/B)

V/C = (940 + 84 + 262 + 503) / *1425 = 1.185 LOS = F

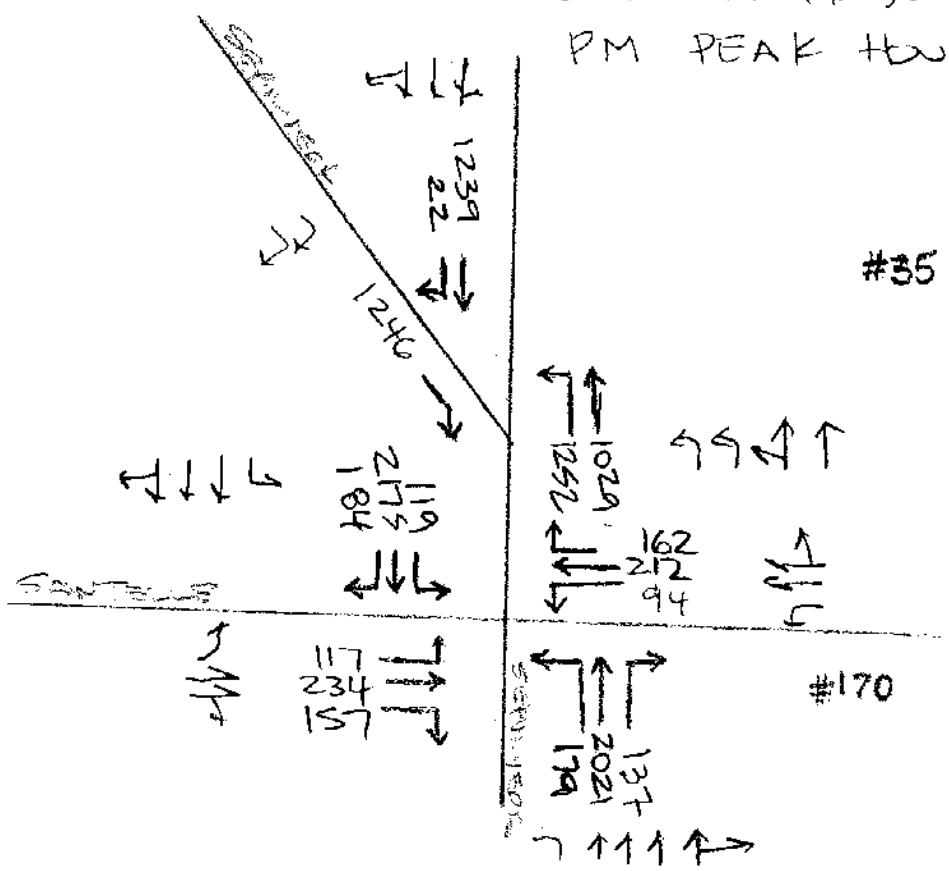
Developed by Chun Wong, 12/94

#35 SEPULVEDA BL / JEFFERSON BL

#170 SAWTELLE BL / JEFFERSON BL

2010 W/ PROJECT

PM PEAK HOUR



① 1246/2 = 623 OR 1252/3 = 417 OR (179) OR (2021 + 137)/4 = 540

② 623 OR 417 OR (2175 + 184)/3 = 786 OR 540

623 − 179 = (444)

786 − 420 − 119 = 247

③ (1239 + 22)/3 = (420) OR 786 OR 540

④ 417 OR (119) OR 786

⑤ 417 OR (117 + (212 + 162)/2) = (304) OR (94 + (234 + 157)/2) = 290

CRITICAL VOLUMES = 179 + 444 + 420 + 119 + 304 = 1466

V/C = (1466/1375) − 0.07 ATSAC = 0.996 LOS E

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

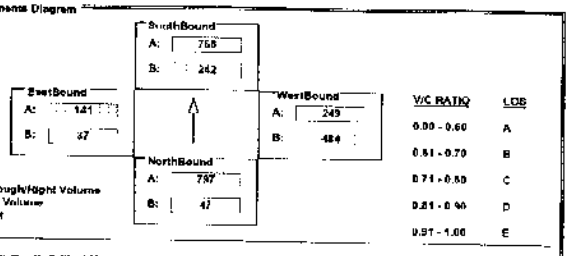
AM/PM: PM Comments: INT# 33

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	47	3039	948	440	1977	788	880	497	503	37	335	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	3039	948	440	1977	788	880	497	503	37	335	88
LANE	1 0 3 0 1 1 0			2 0 3 0 1 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: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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 = (797 + 242 + 484 + 141) / 1375 = 1.140 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

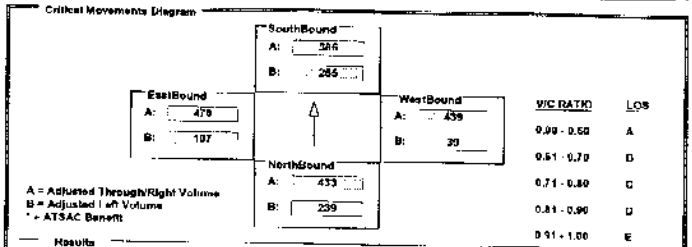
AM/PM: PM Comments: INT# 34

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	435	816	49	483	771	177	70	744	566	194	940	425
AMBIENT												
RELATED												
PROJECT												
TOTAL	435	816	49	483	771	177	70	744	566	194	940	425
LANE	2 0 1 0 1 0 0			2 0 2 0 0 1 0			2 0 2 0 1 0			2 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: Auto	

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 = (433 + 285 + 439 + 107) / 1375 = 0.897 LOS = D

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

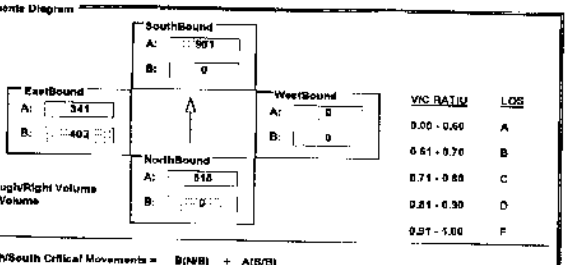
AM/PM: PM Comments: INT# 36

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	2254	199	0	2272	1332	0	0	0	1087	322	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2254	199	0	2272	1332	0	0	0	1087	322	19
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



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	F

Results

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

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

V/C = (0 + 901 + 0 + 402) / 1500 = 0.799 LOS = C

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

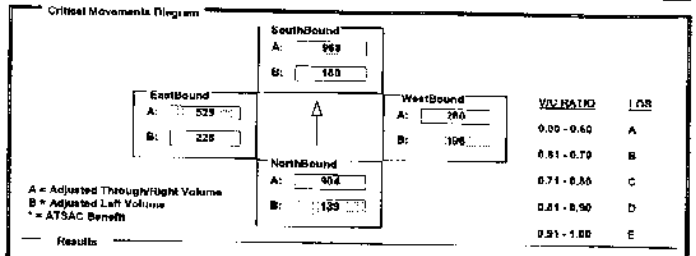
AM/PM: PM Comments: INT# 37

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	2454	258	328	2825	80	196	559	212	228	1058	529
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	2454	258	328	2825	80	196	559	212	228	1058	529
LANE	2 0 2 0 1 0 0			2 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (139 + 968 + 196 + 529) / 1376 = 1.262 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

AM/PM: PM Comments: INT# 38

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	225	5	230	0	0	0	0	1503	156	519	1723	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	5	230	0	0	0	0	1503	156	519	1723	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 574 B: 285

WestBound A: 376 B: 0

NorthBound A: 235 B: 225

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 = (235 + 0 + 376 + 285) / 1425 = 0.629 LOS = B

Developed by Chun Wong, 12-04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99194

AM/PM: PM Comments: INT# 39

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	235	17	638	302	1425	0	0	2008	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	235	17	638	302	1425	0	0	2008	238
LANE	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	3	0	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 351 B: 235

EastBound A: 449 B: 0

WestBound A: 475 B: 382

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 = (0 + 351 + 382 + 449) / 1425 = 0.773 LOS = C

Presentation by Chun Wong, 12-04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

AM/PM: PM Comments: INT# 40

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	182	10	289	0	0	0	297	1255	175	425	1612	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	10	289	0	0	0	297	1255	175	425	1612	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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 537 B: 294

WestBound A: 477 B: 0

NorthBound A: 289 B: 182

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 = (289 + 0 + 477 + 294) / 1200* = 0.763 LOS = C

Developed by Chun Wong, 12-04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

AM/PM: PM Comments: INT# 41

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	291	0	284	297	1438	0	425	1322	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	291	0	284	297	1438	0	425	1322	100
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
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 284 B: 291

EastBound A: 474 B:

WestBound A: 479 B: 153

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 = (0 + 291 + 153 + 474) / 1200* = 0.703 LOS = C

Developed by Chun Wong, 12-04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LATIJERA BL I/S No: 99162

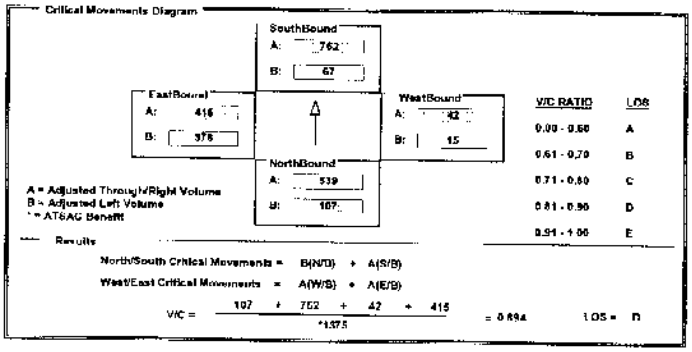
AM/PM: PM Comments: INT# 42

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	195	2150	7	67	2159	127	15	12	15	739	16	469
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	2150	7	67	2159	127	15	12	15	739	16	469
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (107 + 762 + 42 + 415) / 1875 = 0.694 LOS = B

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

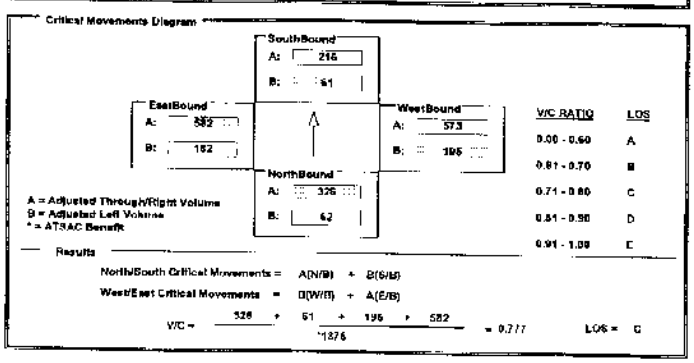
AM/PM: PM Comments: INT# 43

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	62	652	208	61	432	208	195	1146	65	182	1184	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	652	208	61	432	208	195	1146	65	182	1184	47
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (326 + 61 + 195 + 582) / 1875 = 0.777 LOS = C

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

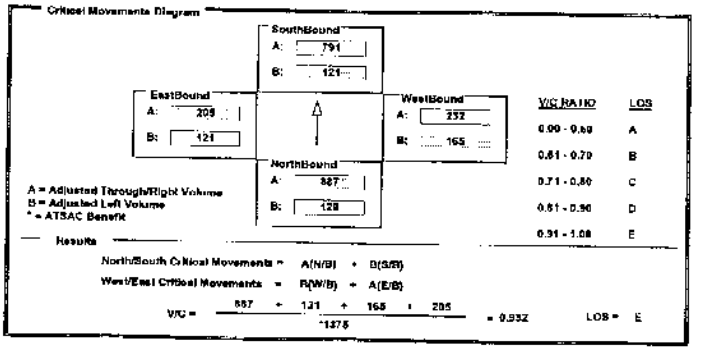
AM/PM: PM Comments: INT# 44

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	120	2661	164	121	2373	120	300	369	94	121	308	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	2661	164	121	2373	120	300	369	94	121	308	101
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (887 + 121 + 165 + 285) / 1875 = 0.932 LOS = E

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

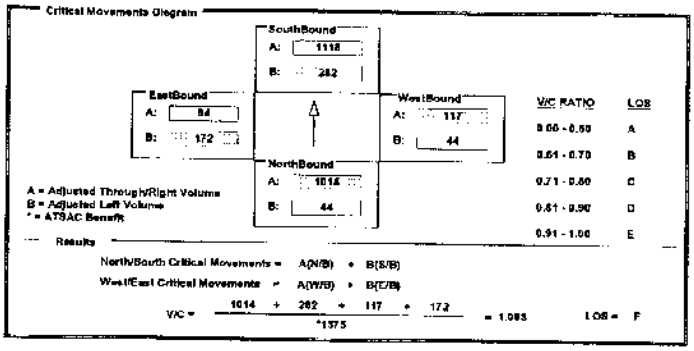
AM/PM: PM Comments: INT# 45

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	44	4016	41	282	3118	236	44	60	258	172	60	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	4016	41	282	3118	236	44	60	258	172	60	24
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (1014 + 282 + 117 + 172) / 1875 = 1.093 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: PM Comments: INT# 46

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	72	3374	200	286	2297	428	238	427	322	403	435	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	3374	200	286	2297	428	238	427	322	403	435	64
LANE	1 0 3	0 1 0	0	1 0 2	0 1	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: 908 B: 286

EastBound A: 214 B: 403

WestBound A: 214 B: 234

NorthBound A: 894 B: 72

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 = (894 + 286 + 214 + 403) / *1375 = 1.297 LOS = F

Developed by Chun Wong, 12/99

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: PM Comments: INT# 47

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	2568	258	963	2322	0	350	0	947	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2568	258	963	2322	0	350	0	947	0	0	0
LANE	0 0 2	0 1	0 0	2 0 3	0 0 0		2 0	0 0 0	2 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: 774 B: 530

EastBound A: 0 B: 0

WestBound A: 256 B: 193

NorthBound A: 942 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 = (942 + 530 + 256 + 0) / *1425 = 1.143 LOS = F

Developed by Chun Wong, 12/99

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

AM/PM: PM Comments: INT# 48

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	282	2619	378	289	2526	155	509	87	395	114	111	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	282	2619	378	289	2526	155	509	87	395	114	111	192
LANE	2 0 3	0 0 1	0	2 0 3	0 1	0	1 1 0	0 1	0	1 0 1	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: 670 B: 189

EastBound A: 114 B: 114

WestBound A: 316 B: 298

NorthBound A: 873 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 = A(N/B) + B(S/B)

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

V/C = (873 + 155 + 316 + 114) / *1375 = 0.993 LOS = E

Developed by Chun Wong, 12/99

0.963

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

AM/PM: PM Comments: INT# 49

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	198	2213	342	370	2028	138	298	703	302	0	850	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	2213	342	370	2028	138	298	703	302	0	850	99
LANE	1 0 3	0 1 0	0	1 0 2	0 1	0 0	2 0 1	0 1	0 0	0 1 0	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: 722 B: 376

EastBound A: 475 B: 0

WestBound A: 585 B: 184

NorthBound A: 738 B: 198

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 = (738 + 376 + 184 + 475) / *1375 = 1.201 LOS = F

Developed by Chun Wong, 12/99

1.171

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

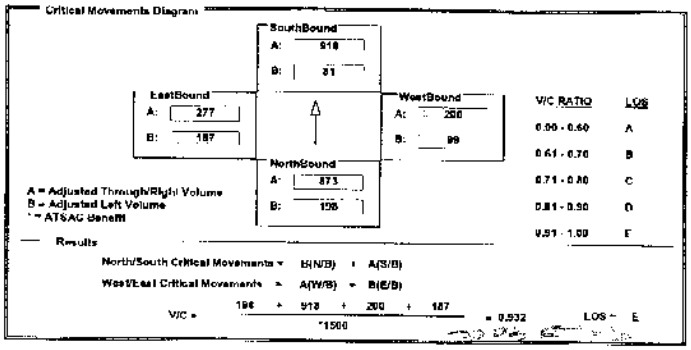
AM/PM: PM Comments: INT# 50

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	198	1696	50	81	1836	182	99	200	78	187	371	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1696	50	81	1836	182	99	200	78	187	371	182
LANE	1 0 1	0 1	0 0	1 0 2	0 1	0	1 0 1	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



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 = (198 + 918 + 200 + 187) / *1500 = 0.532 LOS = E

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

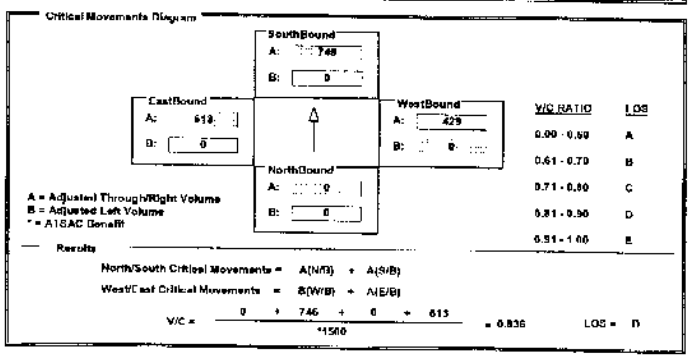
AM/PM: PM Comments: INT# 51

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	2985	0	0	1715	2981	0	2450	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2985	0	0	1715	2981	0	2450	0
LANE	0 0 0	0 0	0	0 0 4	0 0	0	0 0 4	0 0	3 0	0 0 4	0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 746 + 0 + 615) / *1500 = 0.836 LOS = D

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

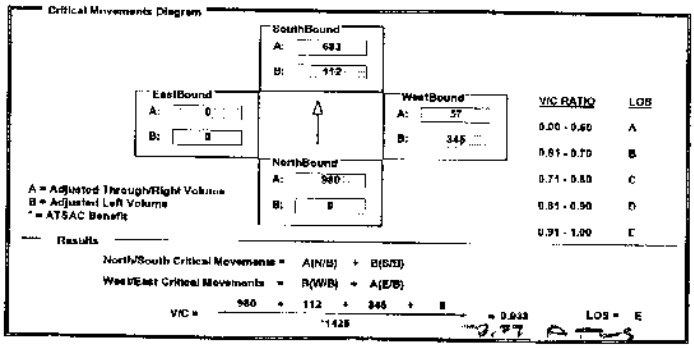
AM/PM: PM Comments: INT# 52

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	3920	766	203	2731	0	933	0	113	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3920	766	203	2731	0	933	0	113	0	0	0
LANE	0 0 3	0 1	1 0	2 0 4	0 0	0	2 0 0	0 1	1	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



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 = (980 + 112 + 345 + 0) / *1425 = 0.933 LOS = E

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: W NICE BL I/S No: 20790

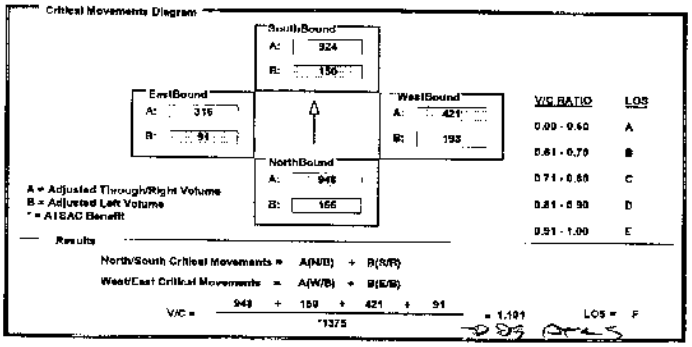
AM/PM: PM Comments: INT# 53

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	302	1734	161	273	1762	85	350	841	299	165	947	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	302	1734	161	273	1762	85	350	841	299	165	947	194
LANE	2 0 1	0 1	0 0	2 0 1	0 1	0 0	2 0 2	0 1	0 0	2 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



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 = (948 + 156 + 421 + 91) / *1375 = 1.101 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

AM/PM: PM Comments: INT# 54

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	743	1926	339	341	1829	223	408	945	285	150	1090	749
AMBIENT												
RELATED												
PROJECT												
TOTAL	743	1926	339	341	1829	223	408	945	285	150	1090	749
LANE	2	0	2	0	1	0	2	0	2	0	1	0	2	0	2	0	1	0	2	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: 654 B: 188

EastBound A: 545 B: 83

WestBound A: 473 B: 224

NorthBound A: 766 B: 409

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 = (409 + 654 + 224 + 545) / *1375 = 1.284 LOS = F

Developed by Chun Wong, 10-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20950

AM/PM: PM Comments: INT# 55

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	120	541	231	84	885	47	180	168	94	10	196	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	541	231	84	885	47	180	168	94	10	196	66
LANE	1	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	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: 932 B: 84

EastBound A: 272 B: 18

WestBound A: 442 B: 189

NorthBound A: 388 B: 120

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 = (120 + 932 + 189 + 272) / *1500 = 0.933 LOS = E

Developed by Chun Wong, 12-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FISHING DR W/E: MANCHESTER AV I/S No: 20360

AM/PM: PM Comments: INT# 56

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	530	113	278	845	15	97	40	158	30	23	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	530	113	278	845	15	97	40	158	30	23	32
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: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 339 B: 278

EastBound A: 32 B: 30

WestBound A: 60 B: 97

NorthBound A: 265 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 = B(W/B) + A(E/B)

V/C = (265 + 278 + 97 + 32) / *1375 = 0.419 LOS = A

Developed by Chun Wong, 1-95

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: PM Comments: INT# 57

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	2852	112	429	2598	425	95	781	540	284	903	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	2852	112	429	2598	425	95	781	540	284	903	87
LANE	1	0	3	0	1	0	0	2	0	3	0	0	1	0	1	0	1	0	0	2	0	2	0	1	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: 865 B: 236

EastBound A: 452 B: 156

WestBound A: 551 B: 96

NorthBound A: 741 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 = (741 + 236 + 551 + 156) / *1376 = 1.236 LOS = F

Developed by Chun Wong, 12-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: MARIPOSA AV | I/S No: 99326

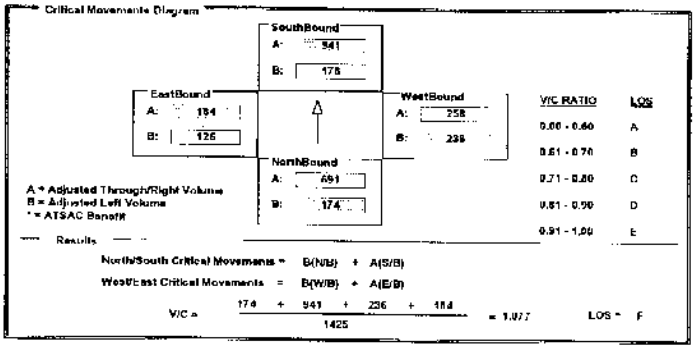
AM/PM: PM | Comments: INT# 58

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	2764	172	324	3609	154	236	251	347	126	111	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	2764	172	324	3609	154	236	251	347	126	111	73
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		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (174 + 941 + 236 + 114) / 1425 = 1.077 LOS = F

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: WESTCHESTER PKWY | I/S No: 19770

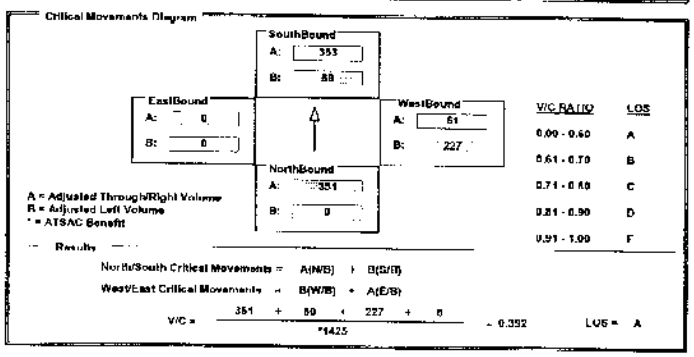
AM/PM: PM | Comments: INT# 59

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	701	247	80	705	0	613	0	141	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	701	247	80	705	0	613	0	141	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		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

V/C = (351 + 80 + 227 + 0) / 1425 = 0.392 LOS = A

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: PLAYA ST/JEFFERSON BL | I/S No: 99252

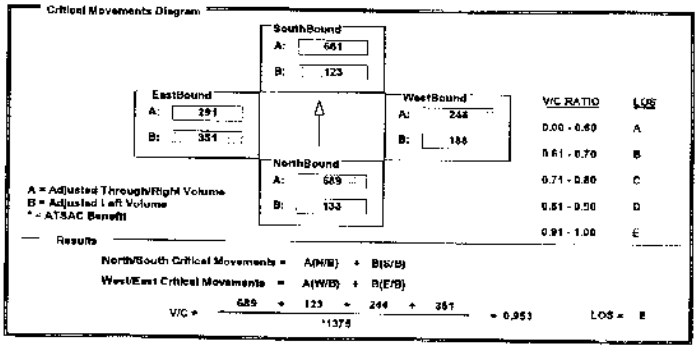
AM/PM: PM | Comments: INT# 60

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	133	1742	324	123	1978	664	341	446	241	638	549	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	1742	324	123	1978	664	341	446	241	638	549	32
LANE	1 0 2 0 1 0 0			1 0 2 0 1 1 0			2 0 2 0 1 0 0			2 0 1 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



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 = (689 + 123 + 244 + 331) / 1375 = 0.953 LOS = E

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: ROSECRANS AV | I/S No: 99328

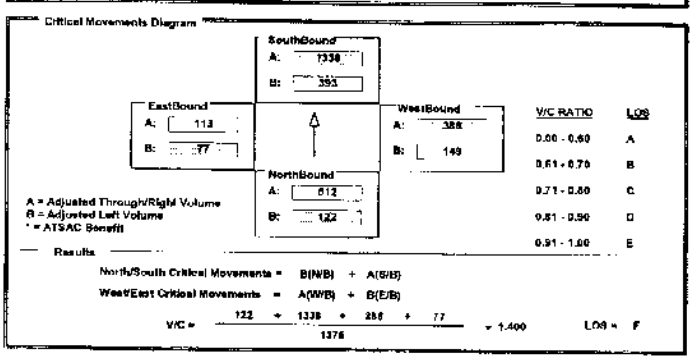
AM/PM: PM | Comments: INT# 61

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	222	2046	326	714	4014	329	270	602	584	140	340	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	2046	326	714	4014	329	270	602	584	140	340	151
LANE	2 0 4 0 0 1 0			2 0 3 0 0 1 0			2 0 2 0 0 1 0			2 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: Auto	

Critical Movements Diagram



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 = (122 + 1338 + 388 + 77) / 1376 = 1.400 LOS = F

Developed by Chun Wong 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

AM/PM: PM Comments: INT# 62

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	665	133	203	1249	240	340	1487	358	246	1586	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	665	133	203	1249	240	340	1487	358	246	1586	169
LANE	0 1 0	0 1 0		1 0 1	1 0 1	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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 746 B: 203
EastBound A: 529 B: 246
WestBound A: 496 B: 340
NorthBound A: 798 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 = (798 + 203 + 340 + 529) / 1425 = 1.242 LOS = F

Developed by Chan Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

AM/PM: PM Comments: INT# 63

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	3383	0	0	0	0	0	0	2043	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3383	0	0	0	0	0	0	2043	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 0 3	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 0 B: 0
WestBound A: 756 B: 0
NorthBound A: 1128 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 = (1128 + 0 + 756 + 0) / 1500 = 1.256 LOS = F

Developed by Chan Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

AM/PM: PM Comments: INT# 64

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	3457	45	155	3518	364	60	59	75	318	72	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	3457	45	155	3518	364	60	59	75	318	72	70
LANE	1 0 2	0 1 0	0	1 0 3	0 0 1	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: 1173 B: 155
EastBound A: 72 B: 175
WestBound A: 76 B: 50
NorthBound A: 1167 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 = A(N/B) + B(S/B)

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

V/C = (1167 + 155 + 76 + 175) / 1425 = 1.034 LOS = F

Developed by Chan Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

AM/PM: PM Comments: INT# 65

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	1899	56	463	1903	67	221	373	271	102	489	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	1899	56	463	1903	67	221	373	271	102	489	221
LANE	2 0 2	0 1 0	0	2 0 1	0 1 0	0	2 0 2	0 0 1	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: Auto	

Critical Movements Diagram

SouthBound A: 955 B: 255
EastBound A: 245 B: 102
WestBound A: 187 B: 122
NorthBound A: 552 B: 177

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 = (177 + 955 + 122 + 245) / 1375 = 1.042 LOS = F

Developed by Chan Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

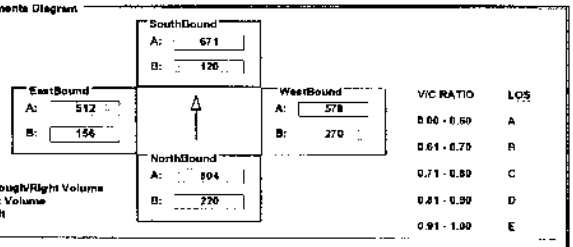
AM/PM: PM Comments: INT# 66

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	220	1607	502	120	1341	206	270	1734	230	156	1536	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	1607	502	120	1341	206	270	1734	230	156	1536	203
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 3	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (804 + 120 + 270 + 512) / *1425 = 1.127 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

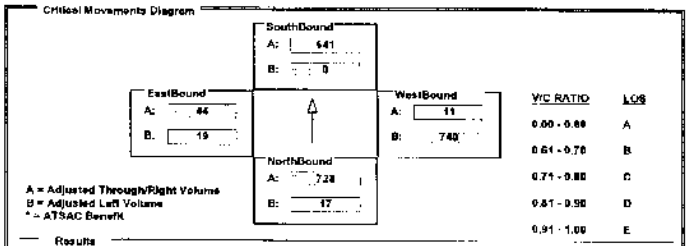
AM/PM: PM Comments: INT# 67

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	1456	1671	0	1922	1	1348	3	8	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1456	1671	0	1922	1	1348	3	8	19	0	25
LANE	1 0 2	0 0 2	0	0 0 2	0 1	0	2 0	0 0 1	0	0 0	0 0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (728 + 0 + 740 + 44) / *1500 = 0.938 LOS = E

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

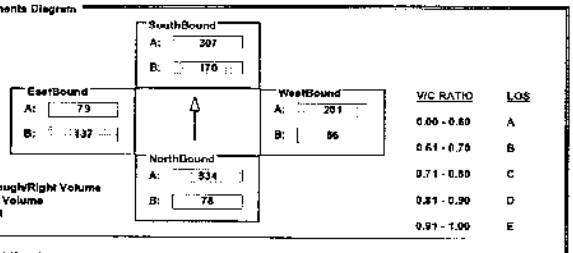
AM/PM: PM Comments: INT# 68

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	1067	136	170	922	199	56	61	201	249	79	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1067	136	170	922	199	56	61	201	249	79	79
LANE	1 0 2	0 0 1	0	1 0 3	0 0 1	0	1 0 1	0 0 1	0	2 0 1	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (534 + 170 + 201 + 137) / *1375 = 0.669 LOS = B

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19615

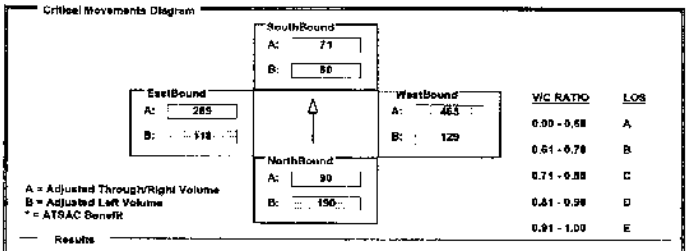
AM/PM: PM Comments: INT# 69

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	190	0	155	146	0	142	129	1390	56	118	1043	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	0	155	146	0	142	129	1390	56	118	1043	113
LANE	1 0 1	0 0 1	0	2 0 0	0 1	0	1 0 3	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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 = (190 + 71 + 463 + 118) / *1375 = 0.542 LOS = A

0.512

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: PM Comments: INT# 70

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	0	122	0	1556	49	12	1428	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	0	122	0	1556	49	12	1428	0

LANE: 0 0 0 0 0 0 | 1 0 0 0 0 0 1 | 0 0 2 0 1 0 0 | 1 0 4 0 0 0 0

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

Critical Movements Diagram

SouthBound A: 206 B: 206

EastBound A: 357 B: 12

WestBound A: 555 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/E) + B(E/B)

V/C = (0 + 206 + 555 + 12) / *1500 = 0.452 LOS = A

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: PM Comments: INT# 71

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	396	45	734	722	38	17	140	466	19	192	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	396	45	734	722	38	17	140	466	19	192	15

LANE: 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 0 1 0 0 0 1 0 | 0 0 0 1 0 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 379 B: 734

EastBound A: 226 B: 19

WestBound A: 466 B: 17

NorthBound A: 221 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 = A(N/B) + B(S/B)

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

V/C = (221 + 734 + 466 + 19) / *1500 = 0.890 LOS = D

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99296

AM/PM: PM Comments: INT# 72

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	385	1070	214	38	1637	249	108	639	27	137	701	902
AMBIENT												
RELATED												
PROJECT												
TOTAL	385	1070	214	38	1637	249	108	639	27	137	701	902

LANE: 1 0 1 0 1 0 0 | 1 0 2 0 0 1 0 | 1 0 1 0 1 0 0 | 1 0 2 0 0 1 0

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

Critical Movements Diagram

SouthBound A: 819 B: 38

EastBound A: 709 B: 137

WestBound A: 333 B: 108

NorthBound A: 642 B: 385

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 = (385 + 819 + 108 + 709) / *1425 = 1.348 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: PM Comments: INT# 73

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	MT	LT	TH	RT	LT	TH	RT
EXISTING	0	1177	417	627	1048	0	0	0	0	56	0	229
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1177	417	627	1048	0	0	0	0	56	0	229

LANE: 0 0 2 0 1 0 0 | 2 0 3 0 0 0 0 | 0 0 0 0 0 0 0 | 0 0 1 0 1 0

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

Critical Movements Diagram

SouthBound A: 349 B: 345

EastBound A: 143 B: 56

WestBound A: 0 B: 0

NorthBound A: 531 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 = (531 + 345 + 0 + 143) / *1425 = 0.845 LOS = D

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

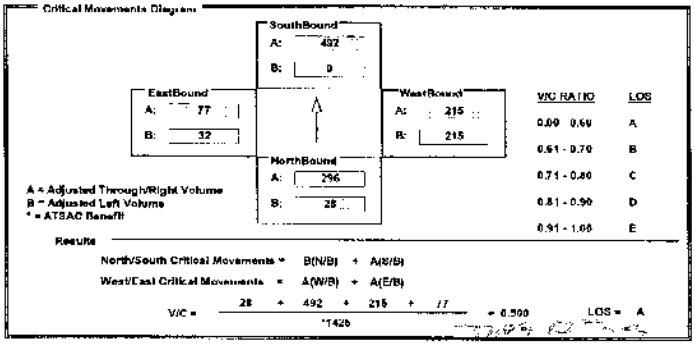
AM/PM: PM Comments: INT# 74

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	889	0	0	1433	43	225	28	393	32	0	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	889	0	0	1433	43	225	28	393	32	0	45
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 0 1		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (28 + 492 + 215 + 77) / 1425 = 0.500 LOS = A

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

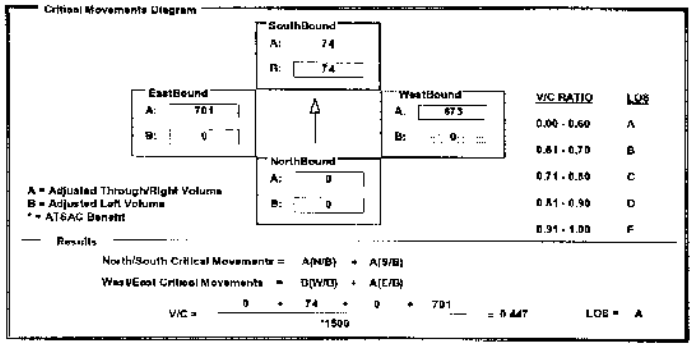
AM/PM: PM Comments: INT# 75

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	136	0	12	0	1777	241	0	2805	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	0	12	0	1777	241	0	2805	0
LANE	0 0 0 0 0 0 0			1 0 0 0 0 0 1			0 0 2 0 1 0 0			0 0 4 0 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

V/C = (0 + 74 + 0 + 701) / 1500 = 0.517 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

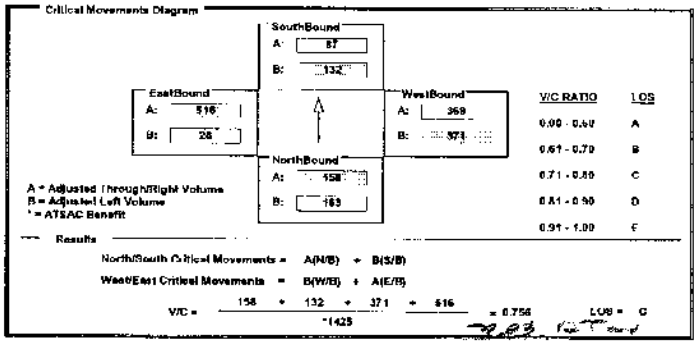
AM/PM: PM Comments: INT# 76

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	187	624	132	166	8	674	1081	25	28	2003	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	187	624	132	166	8	674	1081	25	28	2003	62
LANE	1 0 2 0 1 1 0			1 0 1 0 1 0 0			2 0 2 0 1 0 0			1 0 3 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (158 + 132 + 371 + 516) / 1425 = 0.756 LOS = C

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20650

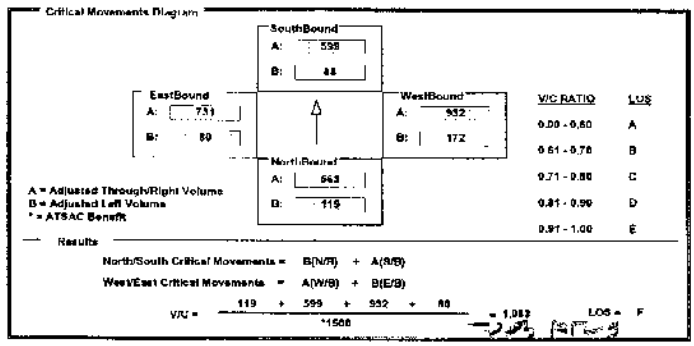
AM/PM: PM Comments: INT# 77

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	950	175	88	1040	157	172	1077	98	80	904	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	950	175	88	1040	157	172	1077	98	80	904	78
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			0 1 0 0 1 0 0			0 1 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



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 = (119 + 599 + 992 + 80) / 1500 = 1.083 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: PM Comments: INT# 78

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	914	38	776	1640	0	26	0	624	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	914	38	776	1640	0	26	0	624	0	0	0
LANE	1 0	1 0	1 0	1 0	2 0	0 0	0 0	0 0	1 0	0 0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 820 B: 776

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 476 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 = *

V/C = (476 + 776 + *) / *1500 = 0.765 LOS = C

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: PM Comments: INT# 79

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	102	66	456	30	22	68	320	318	22	77	333	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	66	456	30	22	68	320	318	22	77	333	54
LANE	1 0	1 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: 68 B: 30

EastBound A: 194 B: 77

WestBound A: 170 B: 320

NorthBound A: 456 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 = (456 + 30 + 320 + 194) / *1500 = 0.597 LOS = A

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: PM Comments: INT# 80

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	193	415	78	82	695	156	99	168	67	128	186	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	415	78	82	695	156	99	168	67	128	186	290
LANE	1 0	1 0	0 1	0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 426 B: 82

EastBound A: 290 B: 128

WestBound A: 118 B: 99

NorthBound A: 415 B: 193

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 = (193 + 426 + 99 + 290) / *1500 = 0.602 LOS = B

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0.572 LOS A

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: PM Comments: INT# 81

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	4530	146	127	3361	0	178	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4530	146	127	3361	0	178	0	165	0	0	0
LANE	0 0	4 0	1 0	2 0	4 0	0 0	1 0	0 0	1 1	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: 840 B: 70

EastBound A: 0 B: 0

WestBound A: 79 B: 114

NorthBound A: 1133 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 = (1133 + 70 + 114 + 0) / *1425 = 0.854 LOS = D

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0.854 D

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

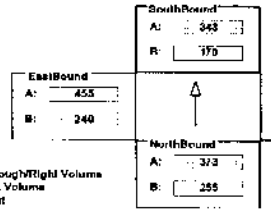
AM/PM: PM Comments: INT# 82

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	833	112	170	685	243	151	979	121	240	1368	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	463	833	112	170	685	243	151	979	121	240	1368	0
LANE	2	1	0	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

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) + A(S/B)

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

V/C = (373 + 343 + 367 + 240) / *1425 = 0.856 LOS = D

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0.856

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

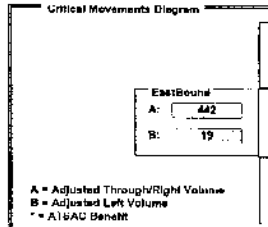
AM/PM: PM Comments: INT# 83

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	4	41	132	4	61	64	1520	34	19	1659	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	4	41	132	4	61	64	1520	34	19	1659	107
LANE	1	0	0	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (126 + 65 + 518 + 19) / *1600 = 0.415 LOS = A

Developed by Chun Wong, 1994

12.88

20PMPROJ

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

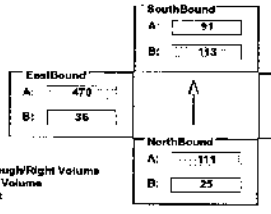
AM/PM: PM Comments: INT# 84

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	111	346	113	80	11	336	1233	62	36	1302	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	111	346	113	80	11	336	1233	62	36	1302	107
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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	F

Results

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

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

V/C = (111 + 133 + 185 + 470) / *1425 = 0.547 LOS = A

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0.547

20PMPROJ

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTWOOD AV W/E: JEFFERSON BL I/S No: 19912

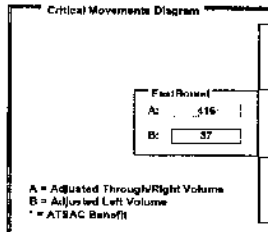
AM/PM: PM Comments: INT# 85

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	97	0	221	316	0	88	165	1410	126	37	1595	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	0	221	316	0	88	165	1410	126	37	1595	67
LANE	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (111 + 316 + 165 + 416) / *1500 = 0.502 LOS = B

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0.572 LOS B

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

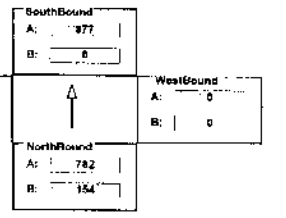
AM/PM: PM Comments: INT# 86

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	154	3129	0	0	2344	288	0	0	0	302	0	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3129	0	0	2344	288	0	0	0	302	0	83
LANE	1	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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 = (154 + 877 + 0 + 166) / 1500 = 0.726 LOS = C

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

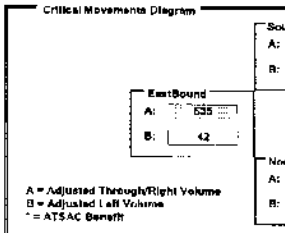
AM/PM: PM Comments: INT# 87

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	688	933	436	1136	0	0	0	0	42	1251	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	688	933	436	1136	0	0	0	0	42	1251	19
LANE	0	0	1	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (540 + 240 + 0 + 635) / 1425 = 0.823 LOS = E

Developed by Chun Wong, 1994

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

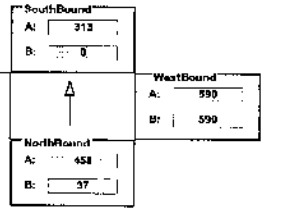
AM/PM: PM Comments: INT# 88

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	693	0	0	938	83	634	1137	467	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	693	0	0	938	83	634	1137	467	0	0	0
LANE	0	1	1	0	0	0	0	0	0	3	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (458 + 0 + 590 + 0) / 1425 = 0.555 LOS = B

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

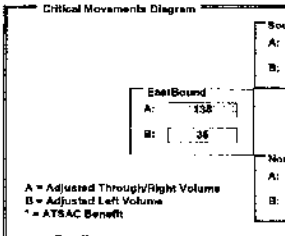
AM/PM: PM Comments: INT# 89

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	11	125	87	676	274	38	187	84	533	35	84	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	125	87	676	274	38	187	84	533	35	84	19
LANE	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (136 + 676 + 187 + 138) / 1425 = 0.729 LOS = C

Developed by Chun Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

AM/PM: PM Comments: INT# 90

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	463	0	0	0	468	1294	0	0	982	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	463	0	0	0	468	1294	0	0	982	328
LANE	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 431 B: 0

WestBound A: 647 B: 468

NorthBound A: 463 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 = (463 + 0 + 468 + 431) / 1500 = 0.948 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVLDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: PM Comments: INT# 91

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	214	3477	55	106	3477	230	44	63	61	181	83	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	3477	55	106	3477	230	44	63	61	181	83	135
LANE	1	0	3	0	0	1	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: 1159 B: 106

EastBound A: 135 B: 181

WestBound A: 64 B: 44

NorthBound A: 1169 B: 214

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 = (214 + 1159 + 64 + 181) / 1500 = 1.022 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: PM Comments: INT# 92

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	70	3758	22	79	3460	62	10	58	46	69	56	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	3758	22	79	3460	62	10	58	46	69	56	50
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	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: 1174 B: 79

EastBound A: 56 B: 69

WestBound A: 102 B: 10

NorthBound A: 945 B: 70

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 = (79 + 1174 + 102 + 69) / 1500 = 0.873 LOS = D

Developed by Chun Wong 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

AM/PM: PM Comments: INT# 93

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	38	523	18	207	765	88	169	1314	44	61	1376	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	523	18	207	765	88	169	1314	44	61	1376	88
LANE	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	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: 1058 B: 207

EastBound A: 488 B: 61

WestBound A: 453 B: 169

NorthBound A: 579 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 = B(N/B) + A(S/B)

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

V/C = (38 + 1058 + 169 + 488) / 1500 = 1.112 LOS = F

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1.082

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/MA MARINA W/E: WASHINGTON BL I/S No: 92001

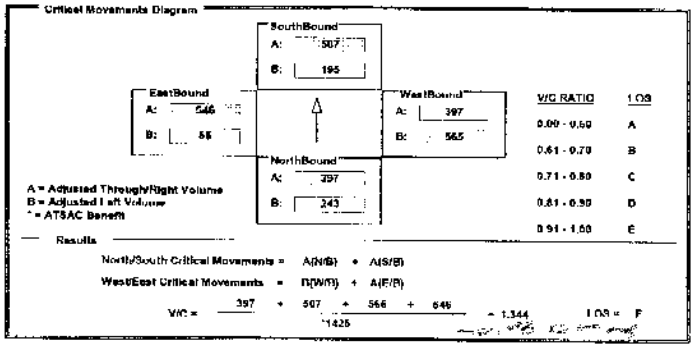
AM/PM: PM Comments: INT# 94

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	441	315	397	195	458	49	565	638	156	55	761	331
AMBIENT												
RELATED												
PROJECT												
TOTAL	441	315	397	195	458	49	565	638	156	55	761	331
LANE	2	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (397 + 507 + 566 + 646) / 1425 = 1.344 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

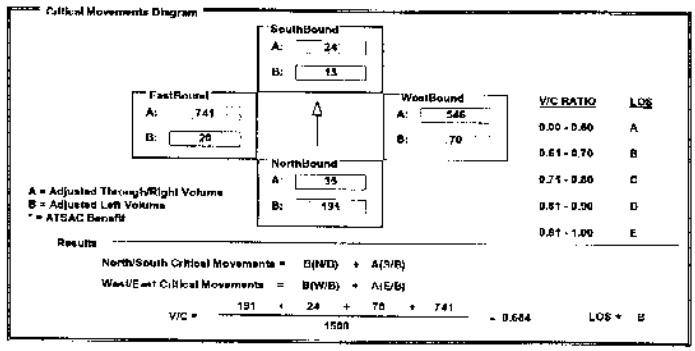
AM/PM: PM Comments: INT# 95

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	348	0	69	13	1	10	128	1629	10	20	2223	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	348	0	69	13	1	10	128	1629	10	20	2223	134
LANE	2	0	0	0	1	0	0	0	0	1	0	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (191 + 24 + 70 + 741) / 1500 = 0.684 LOS = B

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

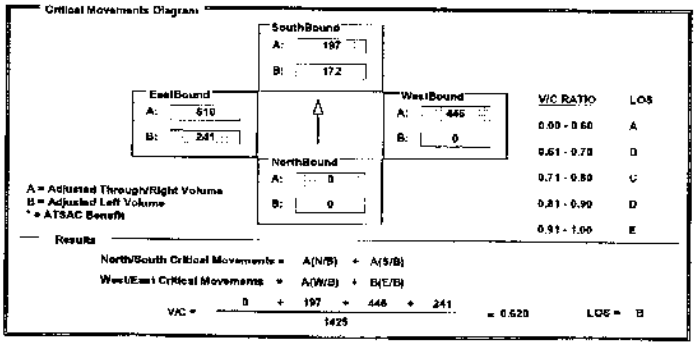
AM/PM: PM Comments: INT# 96

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	312	0	316	0	891	253	241	1219	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	316	0	891	253	241	1219	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>				

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) + A(S/B)

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

V/C = (0 + 197 + 445 + 241) / 1425 = 0.628 LOS = B

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

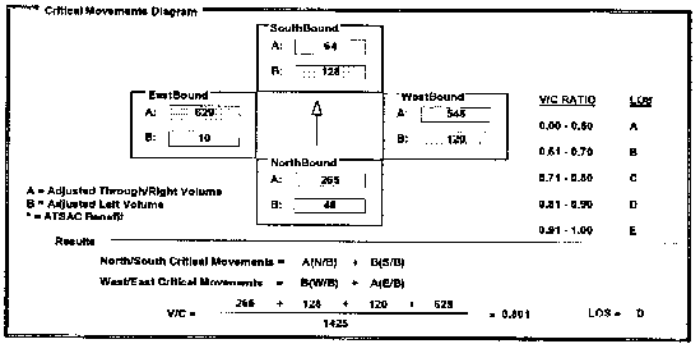
AM/PM: PM Comments: INT# 97

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	16	514	128	32	95	219	1595	42	19	1887	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	16	514	128	32	95	219	1595	42	19	1887	180
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

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 = (265 + 128 + 129 + 629) / 1425 = 0.891 LOS = D

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:28 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

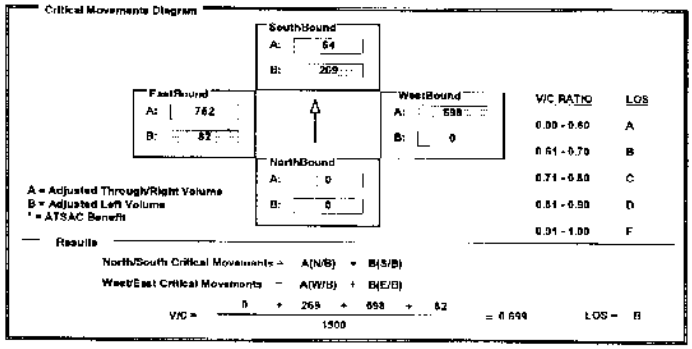
AM/PM: PM Comments: INT# 98

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	489	0	64	0	1060	336	82	1503	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	489	0	64	0	1060	336	82	1503	0
LANE	0	0	0	2	0	0	1	0	1	1	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 269 + 698 + 82) / 1500 = 0.699 LOS = B

Developed by Chun Wong, 1/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

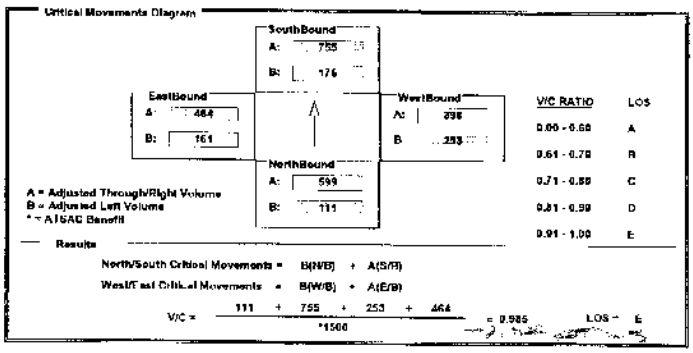
AM/PM: PM Comments: INT# 99

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	111	1197	170	176	1510	272	253	796	133	161	840	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	1197	170	176	1510	272	253	796	133	161	840	88
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (111 + 755 + 253 + 464) / *1500 = 0.985 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

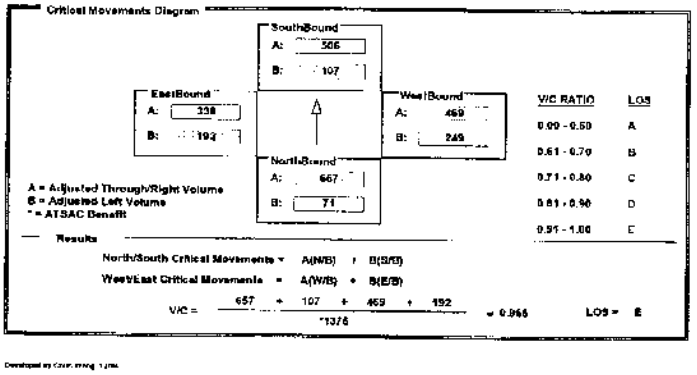
AM/PM: PM Comments: INT# 100

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	129	1129	184	194	1011	175	249	738	199	192	675	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1129	184	194	1011	175	249	738	199	192	675	217
LANE	2	0	1	0	1	0	2	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



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 = (667 + 107 + 469 + 192) / *1375 = 0.966 LOS = E

Developed by Chun Wong, 1/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

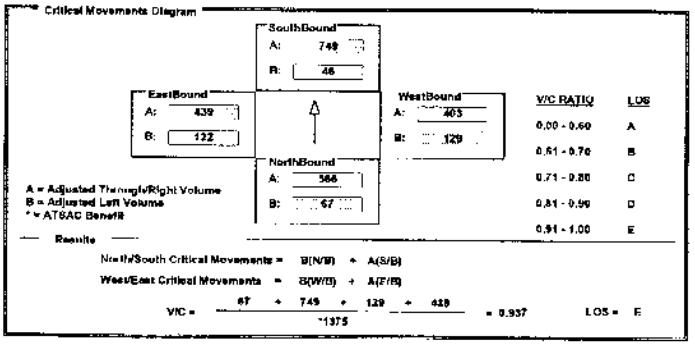
AM/PM: PM Comments: INT# 101

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	121	1131	45	46	1497	217	129	1017	192	221	876	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1131	45	46	1497	217	129	1017	192	221	876	240
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0	2	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: Auto	

Critical Movements Diagram



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 = (67 + 749 + 129 + 439) / *1375 = 0.937 LOS = E

Developed by Chun Wong, 1/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: CULVER BL | I/S No: 99224

AM/PM: PM | Comments: INT# 102

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	396	209	195	1138	314	103	1033	357	60	1135	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	396	209	195	1138	314	103	1033	357	60	1135	128
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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: 726 B: 195
EastBound A: 421 B: 60
WestBound A: 695 B: 103
NorthBound A: 305 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 = B(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (54 + 726 | 695 + 60) / *1375 = 1.045 LOS = F

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV | W/E: WASHINGTON BL | I/S No: 93000

AM/PM: PM | Comments: INT# 103

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	185	125	290	229	139	106	335	1138	428	47	1591	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	125	290	229	139	106	335	1138	428	47	1591	216
LANE	1	1	0	0	0	1	0	1	1	0	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	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: 184 B: 184
EastBound A: 796 B: 47
WestBound A: 565 B: 335
NorthBound A: 155 B: 155

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAU 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 = (155 + 184 | 335 + 796) / *1375 = 0.999 LOS = E

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV | W/E: PLAYA ST | I/S No: 99230

AM/PM: PM | Comments: INT# 104

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	197	0	573	0	0	0	697	824	0	0	853	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	0	573	0	0	0	697	824	0	0	853	97
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 475 B: 0
WestBound A: 412 B: 383
NorthBound A: 381 B: 108

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 = (381 + 0 | 383 + 475) / *1425 = 0.799 LOS = C

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV | W/E: SLAUSON AV | I/S No: 99232

AM/PM: PM | Comments: INT# 105

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	474	234	348	419	21	159	640	269	104	826	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	474	234	348	419	21	159	640	269	104	826	151
LANE	2	0	2	0	0	1	0	2	0	1	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram

SouthBound A: 220 B: 191
EastBound A: 325 B: 194
WestBound A: 213 B: 87
NorthBound A: 237 B: 97

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 = (237 + 191 | 87 + 325) / *1375 = 0.541 LOS = A

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

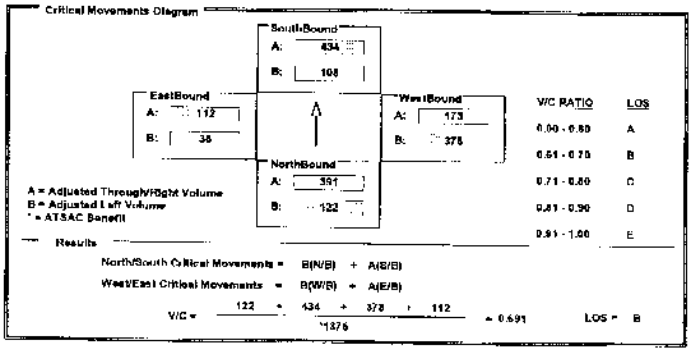
AM/PM: PM Comments: INT# 106

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	122	1161	580	108	1167	135	688	96	77	38	112	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	1161	580	108	1167	135	688	96	77	38	112	153
LANE	1 0 3	0 0 1	0	1 0 2	0 1 0		2 0 0	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (122 + 434 + 375 + 112) / 1375 = 0.691 LOS = B

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

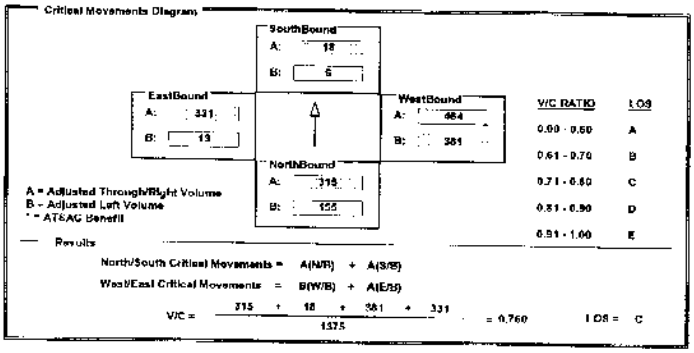
AM/PM: PM Comments: INT# 107

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	3	1268	6	5	13	1030	926	7	13	992	510
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	3	1268	6	5	13	1030	926	7	13	992	510
LANE	1 1 0	0 0 2	0	1 0 0	0 1 0		3 0 2	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Free	

Critical Movements Diagram



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 = (315 + 18 + 361 + 331) / 1375 = 0.760 LOS = C

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

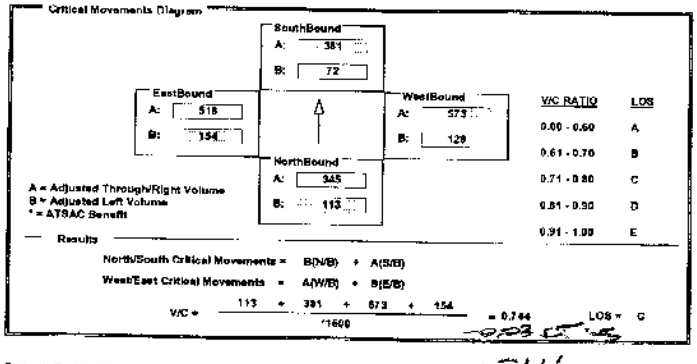
AM/PM: PM Comments: INT# 108

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	135	97	72	237	72	129	1146	55	154	1036	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	135	97	72	237	72	129	1146	55	154	1036	116
LANE	0 0 1	0 0 0		0 0 0	1 0 0		1 0 2	0 1 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



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 = (113 + 381 + 573 + 154) / 1600 = 0.744 LOS = C

0.714

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

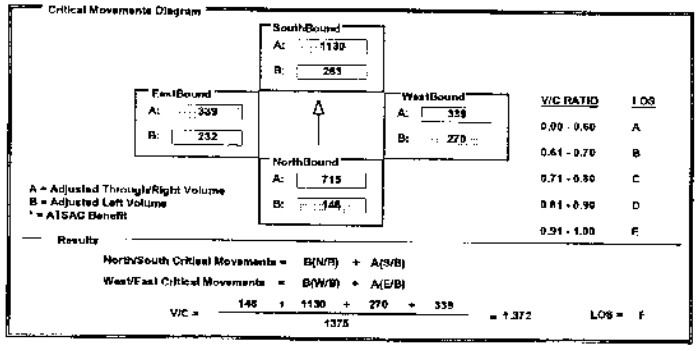
AM/PM: PM Comments: INT# 109

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	1429	151	263	2026	234	270	598	80	232	588	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1429	151	263	2026	234	270	598	80	232	588	79
LANE	1 0 2	0 0 1	0	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (148 + 1130 + 270 + 339) / 1375 = 1.372 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: OCEAN PARK BL | I/S No: 99312

AM/PM: PM | Comments: INT# 110

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

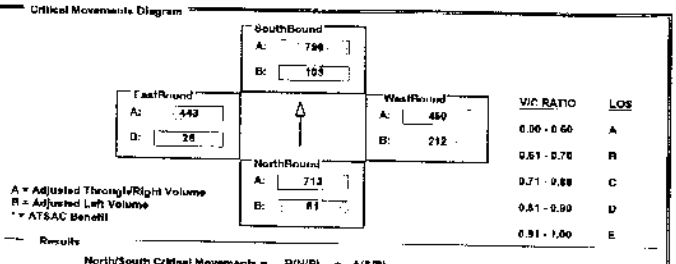
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	81	558	154	103	798	51	212	450	104	26	443	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	558	154	103	798	51	212	450	104	26	443	99

LANE: 1 0 | 0 1 0 | 0 | 1 0 | 1 0 0 | 0 | 1 0 | 1 0 0 | 0 | 1 0 | 1 0 0 | 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{81 + 798 + 212 + 443}{1500} = 1.023 \qquad LOS = F$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY | W/E: OCEAN PARK BL | I/S No: 99314

AM/PM: PM | Comments: INT# 111

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

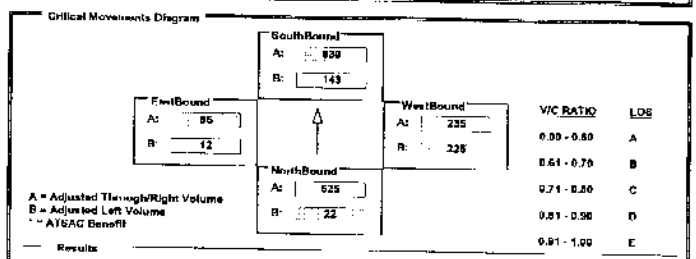
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	1112	138	143	1313	346	226	125	110	12	74	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	1112	138	143	1313	346	226	125	110	12	74	23

LANE: 1 0 | 1 0 | 1 0 0 | 1 0 | 1 0 0 | 1 0 | 0 0 | 0 1 0 | 0 0 | 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{22 + 930 + 226 + 85}{1500} = 0.776 \qquad LOS = C$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY | W/E: BALI WAY | I/S No: 99178

AM/PM: PM | Comments: INT# 112

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

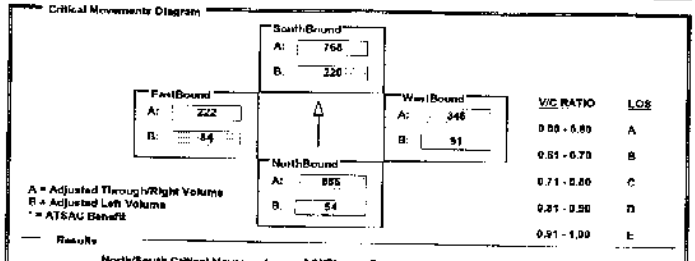
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	1532	239	400	1464	71	91	97	595	84	180	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	1532	239	400	1464	71	91	97	595	84	180	42

LANE: 1 0 | 1 0 | 1 0 0 | 2 0 | 1 0 | 1 0 0 | 1 0 0 | 0 1 1 0 | 0 1 0 | 0 1 0 | 0

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

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{886 + 220 + 346 + 84}{1425} = 1.078 \qquad LOS = F$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY | W/E: FIJI WAY | I/S No: 99180

AM/PM: PM | Comments: INT# 113

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

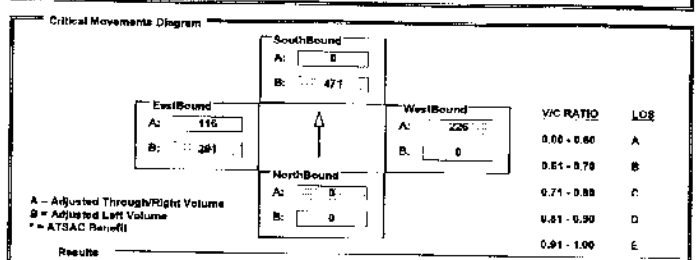
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	857	0	253	0	226	642	291	232	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	857	0	253	0	226	642	291	232	0

LANE: 0 0 | 0 | 0 0 | 0 | 0 0 | 2 0 | 0 0 | 0 1 0 | 0 0 | 1 0 | 0 0 | 1 0 | 1 0 2 | 0 0 | 0

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

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{0 + 471 + 226 + 291}{1500} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

AM/PM: PM Comments: INT# 114

COUNT DATE: STUDY DATE: GROWTH FACTOR:

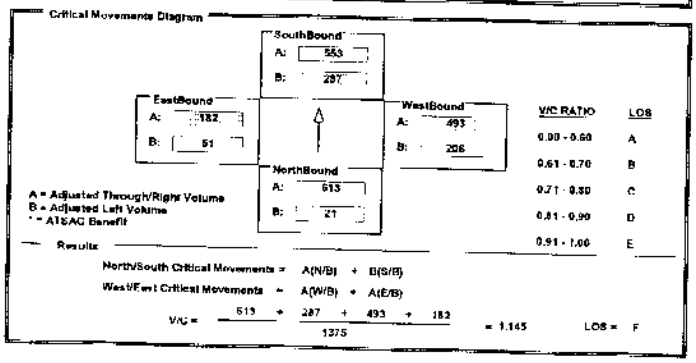
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	1022	204	522	1042	64	272	140	637	51	113	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1022	204	522	1042	64	272	140	637	51	113	69

LANE: 1 0 1 0 1 0 0 | 2 0 1 0 1 0 0 | 1 1 0 0 0 1 0 | 1 0 0 0 1 0 0

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

Critical Movements Diagram



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 = (513 + 287 + 493 + 182) / 1375 = 1.145 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

AM/PM: PM Comments: INT# 115

COUNT DATE: STUDY DATE: GROWTH FACTOR:

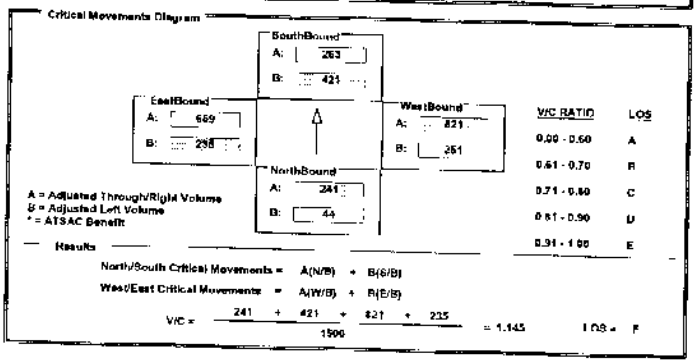
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WEST BOUND			EAST BOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	127	241	421	151	263	251	1479	162	235	1280	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	127	241	421	151	263	251	1479	162	235	1280	38

LANE: 0 1 0 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (241 + 421 + 821 + 235) / 1500 = 1.145 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

AM/PM: PM Comments: INT# 116

COUNT DATE: STUDY DATE: GROWTH FACTOR:

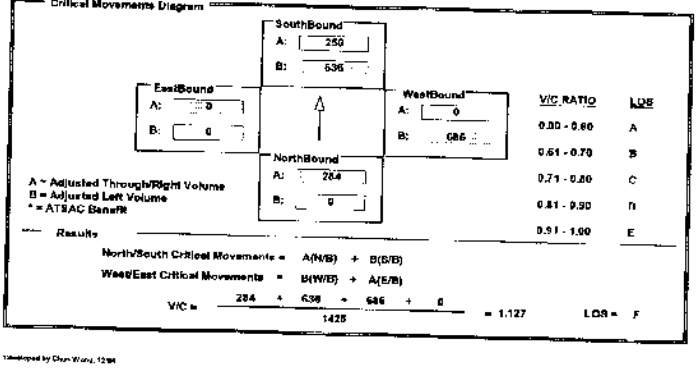
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	567	895	638	750	0	1248	0	535	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	567	895	638	750	0	1248	0	535	0	0	0

LANE: 0 0 2 0 0 1 0 | 1 0 3 0 0 0 0 | 2 0 0 0 0 2 0 | 0 0 0 0 0 0 0

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

Critical Movements Diagram



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 = (284 + 638 + 686 + 0) / 1425 = 1.127 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99190

AM/PM: PM Comments: INT# 117

COUNT DATE: STUDY DATE: GROWTH FACTOR:

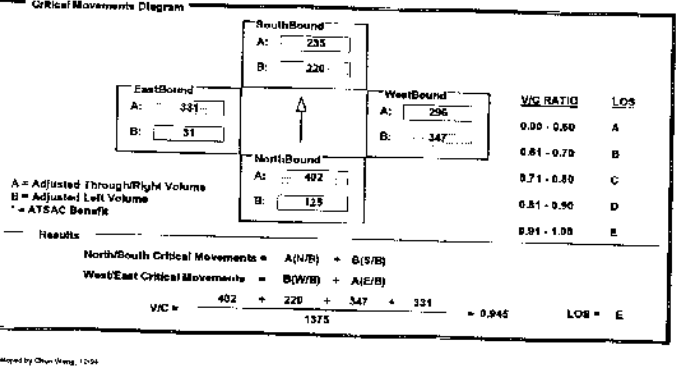
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	340	402	220	407	63	347	505	87	31	538	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	340	402	220	407	63	347	505	87	31	538	123

LANE: 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram



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 = (402 + 220 + 347 + 331) / 1375 = 0.945 LOS = E

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NEILSON WAY W/E: PICO BL I/S No: 99316

AM/PM: PM Comments: INT# 118

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	26	1032	179	293	1578	47	316	130	241	95	175	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1032	179	293	1578	47	316	130	241	95	175	49
LANE	1	0	2	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 813 B: 161

EastBound A: 112 B: 95

WestBound A: 135 B: 316

NorthBound A: 516 B: 26

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 = (26 + 813 + 316 + 112) / 1425 = 0.859 LOS = D

Developed by Chun Wong, 12-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

AM/PM: PM Comments: INT# 119

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	168	2903	86	83	3670	63	274	91	248	65	56	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	2903	86	83	3670	63	274	91	248	65	56	105
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 933 B: 83

EastBound A: 161 B: 68

WestBound A: 205 B: 274

NorthBound A: 747 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 = B(W/B) + A(E/B)

V/C = (168 + 933 + 274 + 161) / 1425 = 1.078 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99312

AM/PM: PM Comments: INT# 120

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	247	2313	203	210	3452	217	361	211	409	333	135	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	2313	203	210	3452	217	361	211	409	333	135	190
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	1	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 917 B: 210

EastBound A: 190 B: 333

WestBound A: 304 B: 191

NorthBound A: 578 B: 247

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 = (247 + 917 + 304 + 333) / 1375 = 1.310 LOS = F

Developed by Chun Wong, 12-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

AM/PM: PM Comments: INT# 121

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	1645	150	384	3277	165	280	351	280	263	173	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1645	150	384	3277	165	280	351	280	263	173	64
LANE	1	0	2	0	1	0	2	0	3	0	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 1092 B: 211

EastBound A: 119 B: 263

WestBound A: 351 B: 280

NorthBound A: 698 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 = (126 + 1092 + 351 + 263) / 1375 = 1.332 LOS = F

Developed by Chun Wong, 12-94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

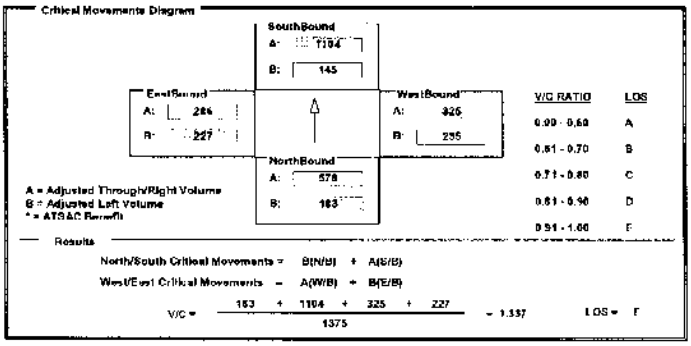
AM/PM: PM Comments: INT# 122

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	183	1579	155	264	3120	193	235	650	245	227	572	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1579	155	264	3120	193	235	650	245	227	572	193
LANE	1 0 2 0 1	0	0	2 0 2 0 1	0	0	1 0 2 0 0	1	0	1 0 2 0 0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (183 + 1194 + 325 + 227) / 1375 = 1.137 LOS = F

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

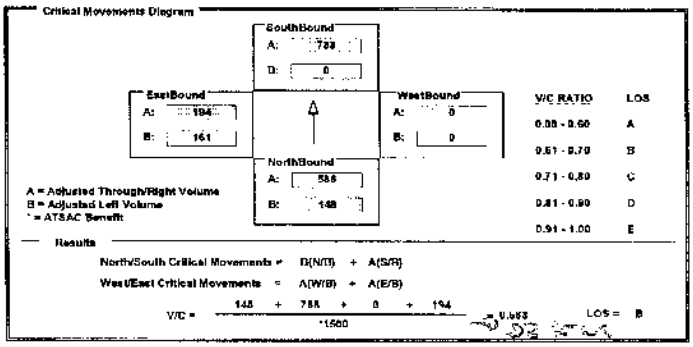
AM/PM: PM Comments: INT# 123

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	1171	0	0	1500	76	0	0	0	161	0	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1171	0	0	1500	76	0	0	0	161	0	194
LANE	1 0 2 0 0	0	0	0 0 1 0 1	0	0	0 0 0 0 0	0	0	1 0 0 0 1	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (148 + 788 + 0 + 194) / 1500 = 0.853 LOS = B

Developed by Chun Wong 12/94

0.853

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

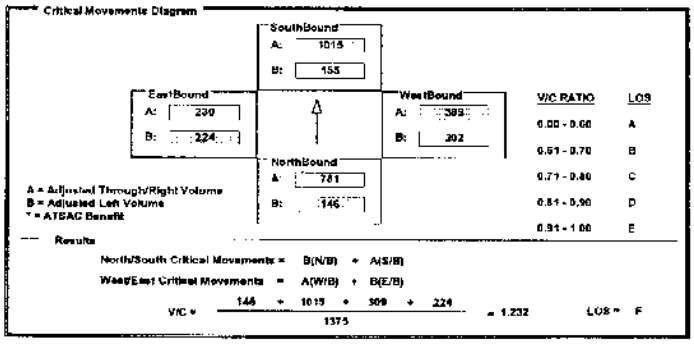
AM/PM: PM Comments: INT# 124

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	1358	206	155	1944	85	368	498	121	224	459	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1358	206	155	1944	85	368	498	121	224	459	147
LANE	1 0 1 0 1	0	0	1 0 1 0 1	0	0	2 0 1 0 1	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: Auto	

Critical Movements Diagram



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 = (146 + 1015 + 389 + 224) / 1375 = 1.232 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

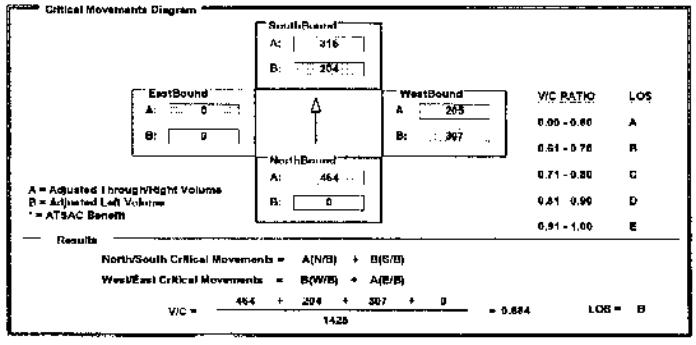
AM/PM: PM Comments: INT# 125

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	928	272	204	651	0	468	0	453	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	928	272	204	651	0	468	0	453	0	0	0
LANE	0 0 2 0 0	1	0	1 0 2 0 0	0	0	1 0 0 0 0	1	1	1 0 0 0 0	1	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: Auto	

Critical Movements Diagram



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 = (464 + 204 + 367 + 0) / 1425 = 0.684 LOS = B

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

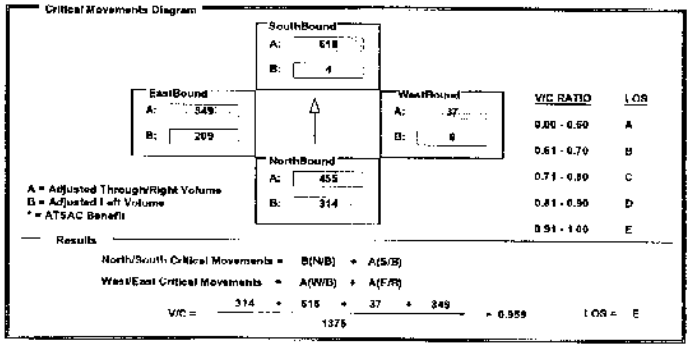
AM/PM: PM Comments: INT# 126

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	570	905	4	4	1235	199	5	31	27	209	4	694
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	905	4	4	1235	199	5	31	27	209	4	694
LANE	2	0	1	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{314 + 618 + 37 + 349}{1375} = 0.959 \qquad LOS = E$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

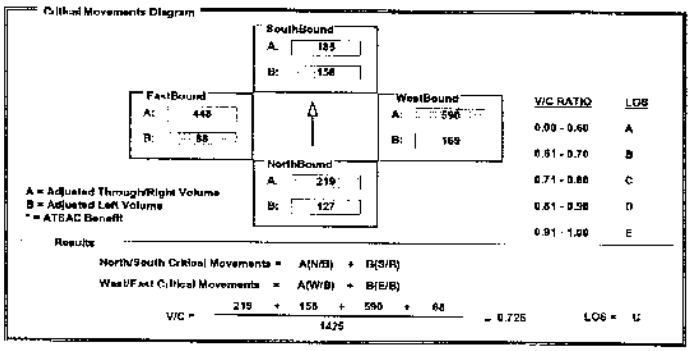
AM/PM: PM Comments: INT# 127

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	127	309	129	158	299	71	169	993	186	68	686	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	309	129	158	299	71	169	993	186	68	686	209
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{219 + 158 + 590 + 68}{1425} = 0.726 \qquad LOS = C$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

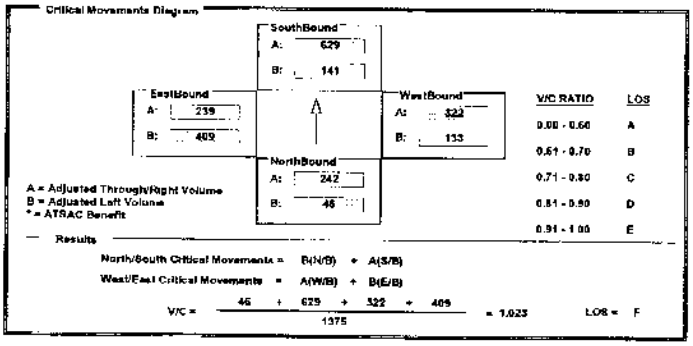
AM/PM: PM Comments: INT# 128

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	433	50	141	750	508	133	520	123	409	434	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	433	50	141	750	508	133	520	123	409	434	43
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	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



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)

$$V/C = \frac{46 + 629 + 322 + 409}{1375} = 1.023 \qquad LOS = F$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

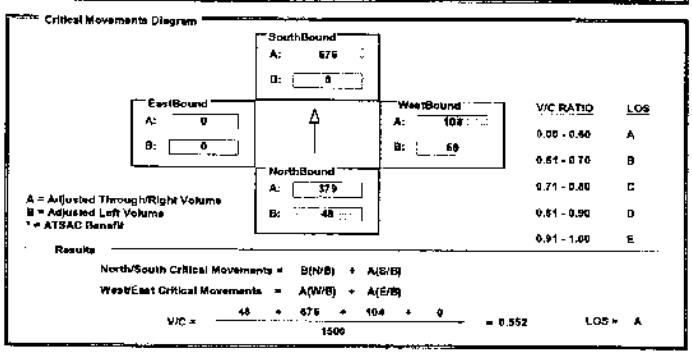
AM/PM: PM Comments: INT# 129

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	379	0	0	676	21	69	35	101	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	379	0	0	676	21	69	35	101	0	0	0
LANE	1	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	RTOR: <none>	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{48 + 676 + 104 + 0}{1500} = 0.552 \qquad LOS = A$$

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL 3 I/S No: 99290

AM/PM: PM Comments: INT# 130

COUNT DATE: STUDY DATE: GROWTH FACTOR:

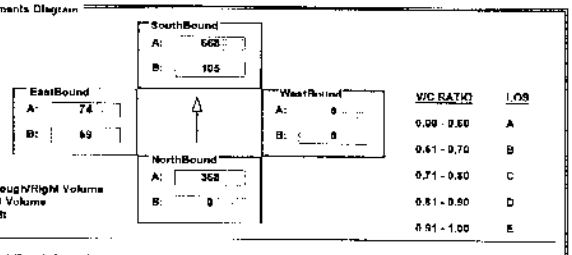
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	368	115	105	668	0	0	0	0	59	7	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	368	115	105	668	0	0	0	0	59	7	74

LANE	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0

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

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) + A(E/B)

V/C = (0 + 668 + 0 + 74) / 1600 = 0.468 LOS = A

Developed by Chun Wang, 1274

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

AM/PM: PM Comments: INT# 131

COUNT DATE: STUDY DATE: GROWTH FACTOR:

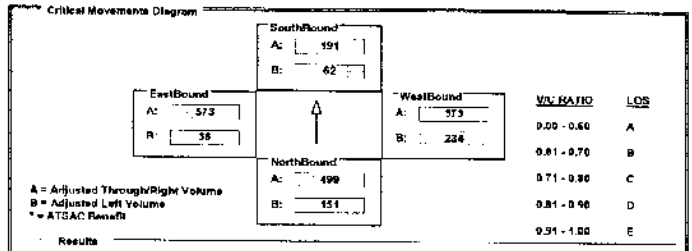
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	499	369	62	366	15	234	1018	101	38	1146	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	499	369	62	366	15	234	1018	101	38	1146	167

LANE	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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (499 + 62 + 234 + 573) / 1500 = 0.912 LOS = E

Developed by Chun Wang, 1274

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

AM/PM: PM Comments: INT# 132

COUNT DATE: STUDY DATE: GROWTH FACTOR:

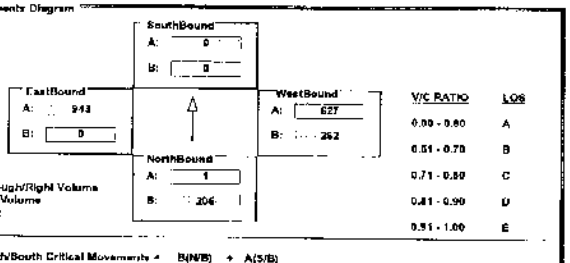
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	206	0	132	0	0	0	262	1253	0	0	1697	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	0	132	0	0	0	262	1253	0	0	1697	189

LANE	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	1	0	0

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

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 = B(W/B) + A(E/B)

V/C = (206 + 0 + 262 + 943) / 1425 = 0.990 LOS = E

Developed by Chun Wang, 1274

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

AM/PM: PM Comments: INT# 133

COUNT DATE: STUDY DATE: GROWTH FACTOR:

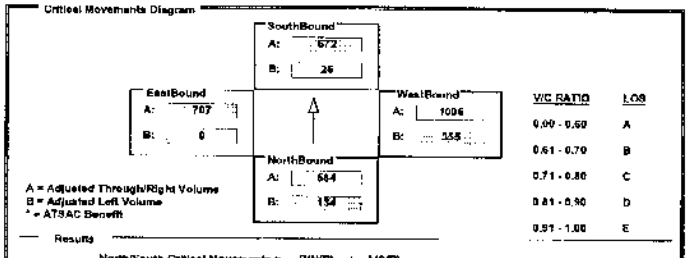
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	134	455	178	26	646	35	355	968	38	0	1120	293
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	455	178	26	646	35	355	968	38	0	1120	293

LANE	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0

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

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 = B(W/B) + A(E/B)

V/C = (134 + 672 + 355 + 787) / 1428 = 1.311 LOS = F

Developed by Chun Wang, 1274

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

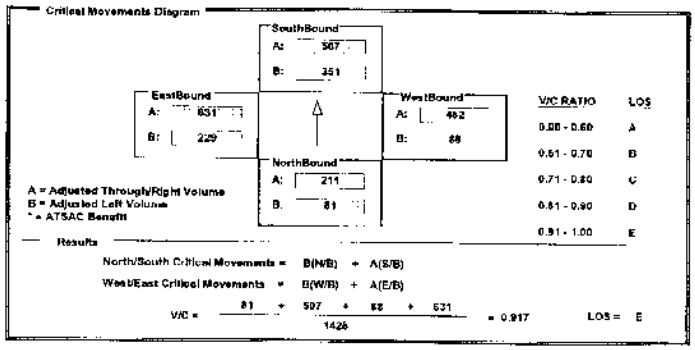
AM/PM: PM Comments: INT# 134

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	312	109	351	507	621	88	751	153	417	1233	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	312	109	351	507	621	88	751	153	417	1233	29
LANE	1 0 1	0 1	0 0	1 0 1	0 0	1 0	1 0 1	0 0	1 0	2 0 1	0 1	0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (81 + 507 + 88 + 621) / 1426 = 0.917 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

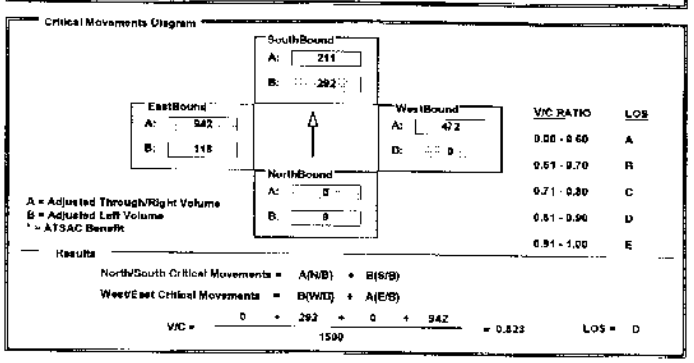
AM/PM: PM Comments: INT# 135

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	292	0	211	0	943	163	118	1175	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	292	0	211	0	943	163	118	1175	0
LANE	0 0 0	0 0	0 1	0 0	0 1	0	0 0 2	0 1	0	0 1	0 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 292 + 0 + 542) / 1590 = 0.523 LOS = D

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

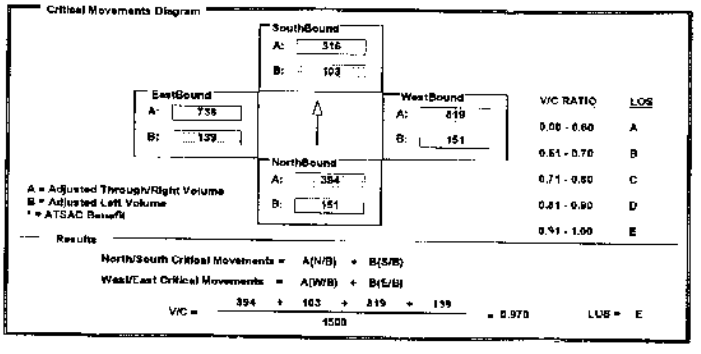
AM/PM: PM Comments: INT# 135

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	622	166	103	536	98	151	1414	223	139	1388	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	622	166	103	536	98	151	1414	223	139	1388	89
LANE	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 1	0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (394 + 103 + 819 + 139) / 1500 = 0.970 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

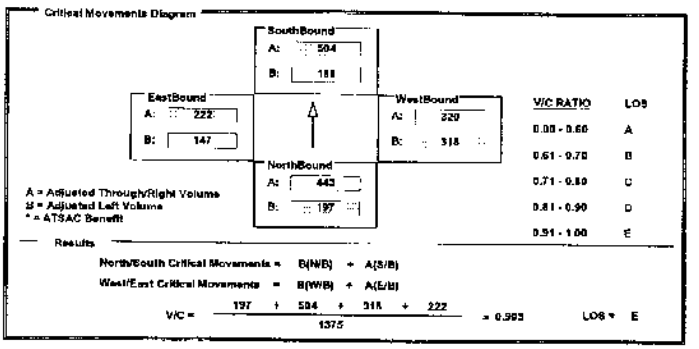
AM/PM: PM Comments: INT# 137

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	197	714	172	188	932	75	318	542	98	147	444	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	714	172	188	932	75	318	542	98	147	444	333
LANE	1 0 1	0 1	0 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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (197 + 594 + 318 + 222) / 1375 = 0.983 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

AM/PM: PM Comments: INT# 138

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	423	708	1606	1487	21	0	0	0	0	0	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	423	708	1606	1487	21	0	0	0	0	0	168
LANE	0	0	2	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Free				

Critical Movements Diagram

SouthBound A: 764 B: 885

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 708 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 = (708 + 885 + 0 + 0) / 1425 = 1.116 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

AM/PM: PM Comments: INT# 139

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	436	0	0	2609	0	698	0	1323	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	436	0	0	2609	0	698	0	1323	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 552 B: 0

EastBound A: 0 B: 0

WestBound A: 728 B: 384

NorthBound A: 218 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 = (0 + 552 + 728 + 0) / 1500 = 0.920 LOS = E

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

AM/PM: PM Comments: INT# 140

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	99	67	58	104	79	61	61	1017	18	102	1450	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	67	58	104	79	61	61	1017	18	102	1450	283
LANE	0	0	0	1	0	0	0	0	0	1	0	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: 244 B: 104

EastBound A: 572 B: 102

WestBound A: 518 B: 61

NorthBound A: 234 B: 99

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 = (99 + 244 + 61 + 572) / 1500 = 0.731 LOS = C

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHELBOURNE DR W/E: CENTINELA AV I/S No: 99190

AM/PM: PM Comments: INT# 141

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	0	23	28	0	86	39	1256	40	107	1812	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	28	0	86	39	1256	40	107	1812	56
LANE	1	0	0	0	0	1	0	1	0	0	0	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: 86 B: 23

EastBound A: 934 B: 107

WestBound A: 648 B: 39

NorthBound A: 23 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 = B(N/B) + A(S/B)

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

V/C = (27 + 86 + 39 + 934) / 1500 = 0.724 LOS = C

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:28 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL RAMP | W/E: CULVER BL (SOUTHEAST) | I/S No: 99412

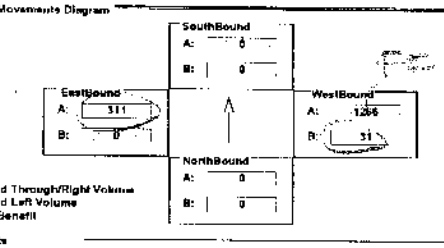
AM/PM: PM | Comments: INT# 142

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	684	0	0	0	31	1266	0	0	621	517
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	684	0	0	0	31	1266	0	0	621	517
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

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) + A(S/B)

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

V/C = (0 + 0 + 1266 + 0) / 1500 = 0.844 LOS = D

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV | W/E: SLAUSON AV | I/S No: 99208

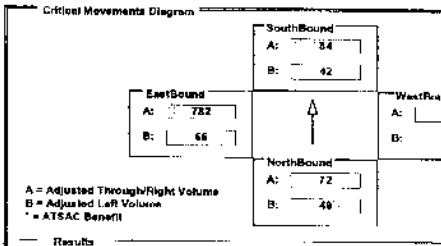
AM/PM: PM | Comments: INT# 143

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	49	4	19	42	3	39	9	1584	19	65	2230	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	4	19	42	3	39	9	1584	19	65	2230	115
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (49 + 84 + 9 + 782) / 1425 = 0.649 LOS = B

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV | W/E: SLAUSON AV | I/S No: 99209

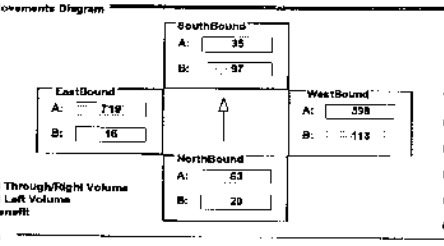
AM/PM: PM | Comments: INT# 144

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	15	48	97	35	21	113	1617	178	16	2142	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	15	48	97	35	21	113	1617	178	16	2142	18
LANE	1	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = (63 + 97 + 113 + 719) / 1425 = 0.695 LOS = B

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD | W/E: SLAUSON AV | I/S No: 99204

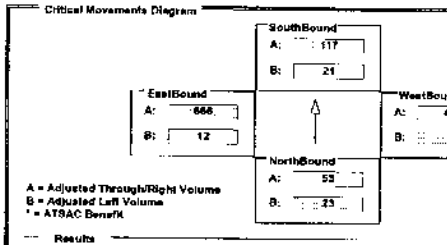
AM/PM: PM | Comments: INT# 145

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	23	0	30	21	0	123	29	1387	15	22	1940	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	30	21	0	123	29	1387	15	22	1940	57
LANE	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	3	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (23 + 117 + 29 + 666) / 1425 = 0.686 LOS = A

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL | W/E: SLAUSON AV | I/S No: 99206

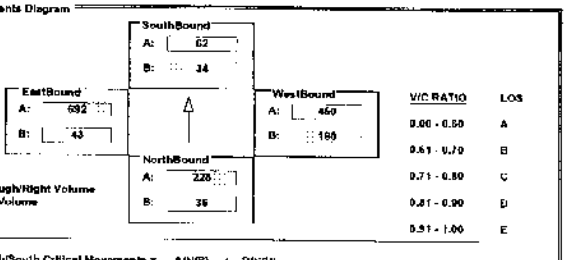
AM/PM: PM | Comments: INT# 146

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	6	228	34	11	17	160	1366	13	43	1994	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	6	228	34	11	17	160	1366	13	43	1994	83
LANE	0 1 0	0 0 1	0	0 0 1	0 0		1 0 2	0 1	0	1 0 2	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (228 + 34 + 160 + 692) / 1600 = 0.743 LOS = C

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV | W/E: SLAUSON AV | I/S No: 99202

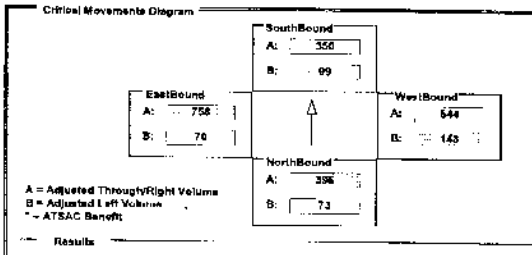
AM/PM: PM | Comments: INT# 147

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	149	174	99	251	35	143	1513	120	70	2140	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	149	174	99	251	35	143	1513	120	70	2140	133
LANE	0 0 0	1 0 0	0	0 1 0	0 1 0		1 0 2	0 1	0	1 0 2	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (396 + 99 + 143 + 758) / 1375 = 1.015 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: MATTESON AV/I-405 SB RAMPS | I/S No: 99254

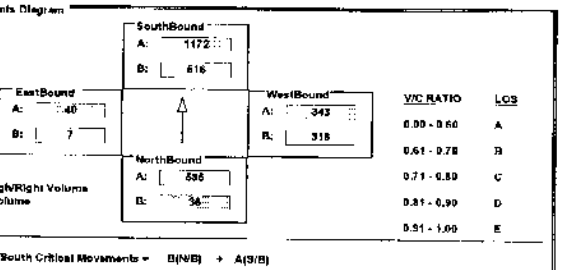
AM/PM: PM | Comments: INT# 148

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	772	181	516	1088	84	316	27	156	7	31	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	772	181	516	1088	84	316	27	156	7	31	2
LANE	0 1 0	0 1 0	0	0 1 0	0 1 0		0 1 0	0 1 0		0 0 0	1 0 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (36 + 1172 + 343 + 49) / *1375 = 1.087 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON PL | I/S No: 99282

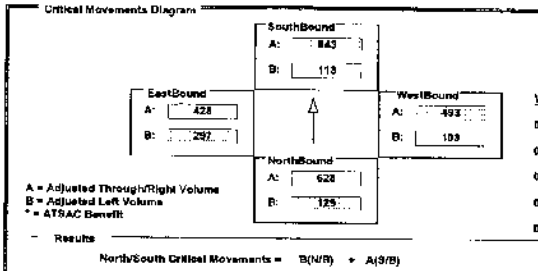
AM/PM: PM | Comments: INT# 149

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	129	390	238	113	957	277	103	714	271	297	702	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	390	238	113	957	277	103	714	271	297	702	153
LANE	0 1 0	0 1 0	0	0 1 0	0 1 0		0 1 0	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



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 = (129 + 843 + 493 + 297) / *1500 = 1.105 LOS = F

Developed by Chun Wong, 1994

1093

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON BL | I/S No: 99260

AM/PM: PM | Comments: INT# 150

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	120	633	197	106	975	63	210	977	86	51	972	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	633	197	106	975	63	210	977	86	51	972	108
LANE	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	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: 731 B: 106

EastBound A: 540 B: 51

WestBound A: 332 B: 210

NorthBound A: 775 B: 120

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 = (775 + 106 + 210 + 540) / *1500 = 1.017 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: I-405 SB OFF RAMP N/O CULVER B | I/S No: 99256

AM/PM: PM | Comments: INT# 161

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	854	0	0	1308	0	366	0	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	854	0	0	1308	0	366	0	32	0	0	0
LANE	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 654 B: 0

EastBound A: 0 B: 0

WestBound A: 199 B: 199

NorthBound A: 427 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 = (0 + 654 + 199 + 0) / *1500 = 0.490 LOS = A

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: BRADDOCK DR | I/S No: 99158

AM/PM: PM | Comments: INT# 152

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	72	351	88	161	759	222	90	385	162	107	201	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	351	88	161	759	222	90	385	162	107	201	135
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	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: 491 B: 161

EastBound A: 336 B: 107

WestBound A: 617 B: 99

NorthBound A: 220 B: 72

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 = (72 + 491 + 617 + 107) / *1500 = 0.788 LOS = C

Developed by Chun Wong, 1994

0.758

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: BRADDOCK DR | I/S No: 99264

AM/PM: PM | Comments: INT# 153

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	721	1044	123	86	1555	118	98	292	65	51	221	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	1044	123	86	1555	118	98	292	65	51	221	138
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	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: 837 B: 65

EastBound A: 410 B: 61

WestBound A: 455 B: 98

NorthBound A: 584 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 = (221 + 837 + 98 + 410) / *1500 = 0.974 LOS = E

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: WASHINGTON PL | I/S No: 99270

AM/PM: PM | Comments: INT# 154

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	1332	81	94	1449	264	104	855	179	235	795	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1332	81	94	1449	264	104	855	179	235	795	159
LANE	1	0	1	0	1	0	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: 856 B: 94

EastBound A: 479 B: 235

WestBound A: 517 B: 104

NorthBound A: 797 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 = A(W/B) + B(E/B)

V/C = (167 + 856 + 517 + 235) / 1500 = 1.113 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: WASHINGTON BL | I/S No: 99272

AM/PM: PM | Comments: INT# 155

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	195	1161	99	82	1378	147	202	949	135	158	769	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1161	99	82	1378	147	202	949	135	158	769	174
LANE	1	0	1	0	1	0	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: 765 B: 82

EastBound A: 472 B: 158

WestBound A: 542 B: 202

NorthBound A: 650 B: 195

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 = (195 + 765 + 542 + 158) / 1500 = 1.035 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: I-405 NB RAMPS S/O VENICE BL | I/S No: 99266

AM/PM: PM | Comments: INT# 156

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	1573	0	0	1685	240	0	0	0	632	0	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1573	0	0	1685	240	0	0	0	632	0	215
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1
SIGNAL	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 843 B: 0

EastBound A: 424 B: 424

WestBound A: 0 B: 0

NorthBound A: 787 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 = B(N/B) + A(S/B)

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

V/C = (236 + 843 + 0 + 424) / 1425 = 0.985 LOS = E

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: VENICE BL | I/S No: 99249

AM/PM: PM | Comments: INT# 157

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	1164	226	112	1320	151	449	2374	212	209	1950	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1164	226	112	1320	151	449	2374	212	209	1950	214
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: OLA	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 880 B: 112

EastBound A: 650 B: 115

WestBound A: 791 B: 247

NorthBound A: 582 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 = B(N/B) + A(S/B)

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

V/C = (174 + 880 + 791 + 115) / 1425 = 1.151 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

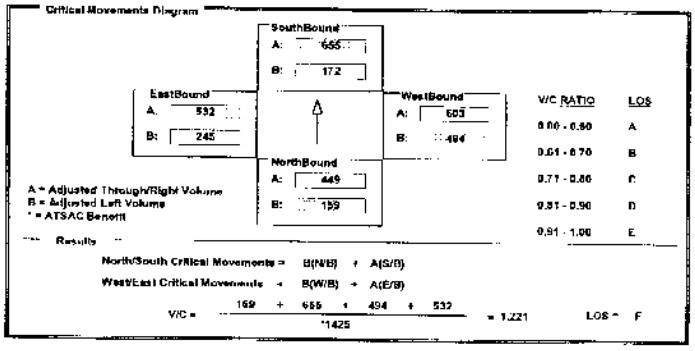
AM/PM: PM Comments: INT# 158

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	159	897	372	172	1309	223	494	1004	202	245	1064	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	897	372	172	1309	223	494	1004	202	245	1064	148
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (159 + 655 + 494 + 532) / *1425 = 1.221 LOS = F

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

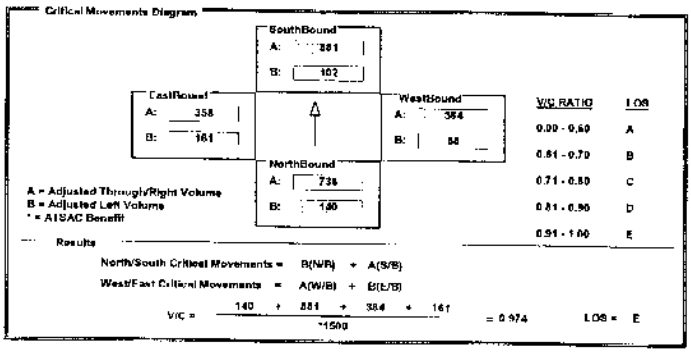
AM/PM: PM Comments: INT# 159

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	1404	71	102	1664	97	88	214	82	161	153	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1404	71	102	1664	97	88	214	82	161	153	44
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	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



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 = (140 + 881 + 384 + 161) / *1500 = 0.974 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

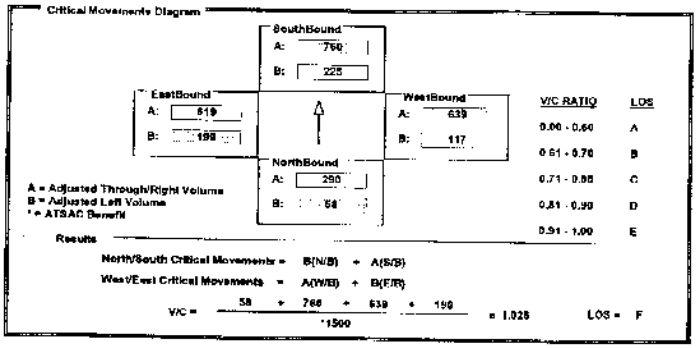
AM/PM: PM Comments: INT# 160

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	58	516	63	225	760	489	117	1728	190	190	1819	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	516	63	225	760	489	117	1728	190	190	1819	38
LANE	1	0	1	0	1	0	0	1	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



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 = (58 + 760 + 639 + 190) / *1500 = 1.026 LOS = F

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

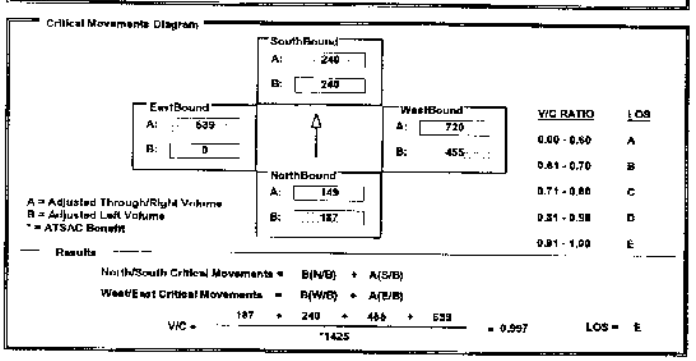
AM/PM: PM Comments: INT# 161

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	61	686	362	52	68	455	2159	268	0	1916	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	61	686	362	52	68	455	2159	268	0	1916	56
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (187 + 240 + 455 + 639) / *1425 = 0.997 LOS = E

Developed by Chun Wong, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV | W/E: WASHINGTON BL | I/S No: 99274

AM/PM: PM | Comments: INT# 162

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	HI	LT	TH	RT
EXISTING	0	0	0	178	0	568	0	1116	264	339	1244	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	178	0	568	0	1116	264	339	1244	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	2	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 356 B: 178

EastBound A: 622 B: 339

WestBound A: 690 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 = (0 + 356 + 690 + 339) / 1425 = 0.931 LOS = E

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: NATIONAL BL | I/S No: 99134

AM/PM: PM | Comments: INT# 163

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	847	0	0	0	597	398	0	0	784	431
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	847	0	0	0	597	398	0	0	784	431
LANE	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 603 B: 0

WestBound A: 332 B: 332

NorthBound A: 466 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 = (466 + 0 + 332 + 603) / 1500 = 0.987 LOS = D

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: RODEO RD | I/S No: 99156

AM/PM: PM | Comments: INT# 164

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	98	886	788	386	703	23	496	343	39	11	359	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	886	788	386	703	23	496	343	39	11	359	82
LANE	1	0	2	0	0	0	1	0	2	0	0	1	0	2	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 352 B: 386

EastBound A: 191 B: 11

WestBound A: 343 B: 275

NorthBound A: 443 B: 98

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 = (443 + 386 + 343 + 191) / 1425 = 0.886 LOS = D

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: DUQUESNE AV | I/S No: 99238

AM/PM: PM | Comments: INT# 165

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	407	1433	32	39	1052	260	30	44	31	430	78	345
AMBIENT												
RELATED												
PROJECT												
TOTAL	407	1433	32	39	1052	260	30	44	31	430	78	345
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 526 B: 39

EastBound A: 423 B: 430

WestBound A: 44 B: 30

NorthBound A: 733 B: 407

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

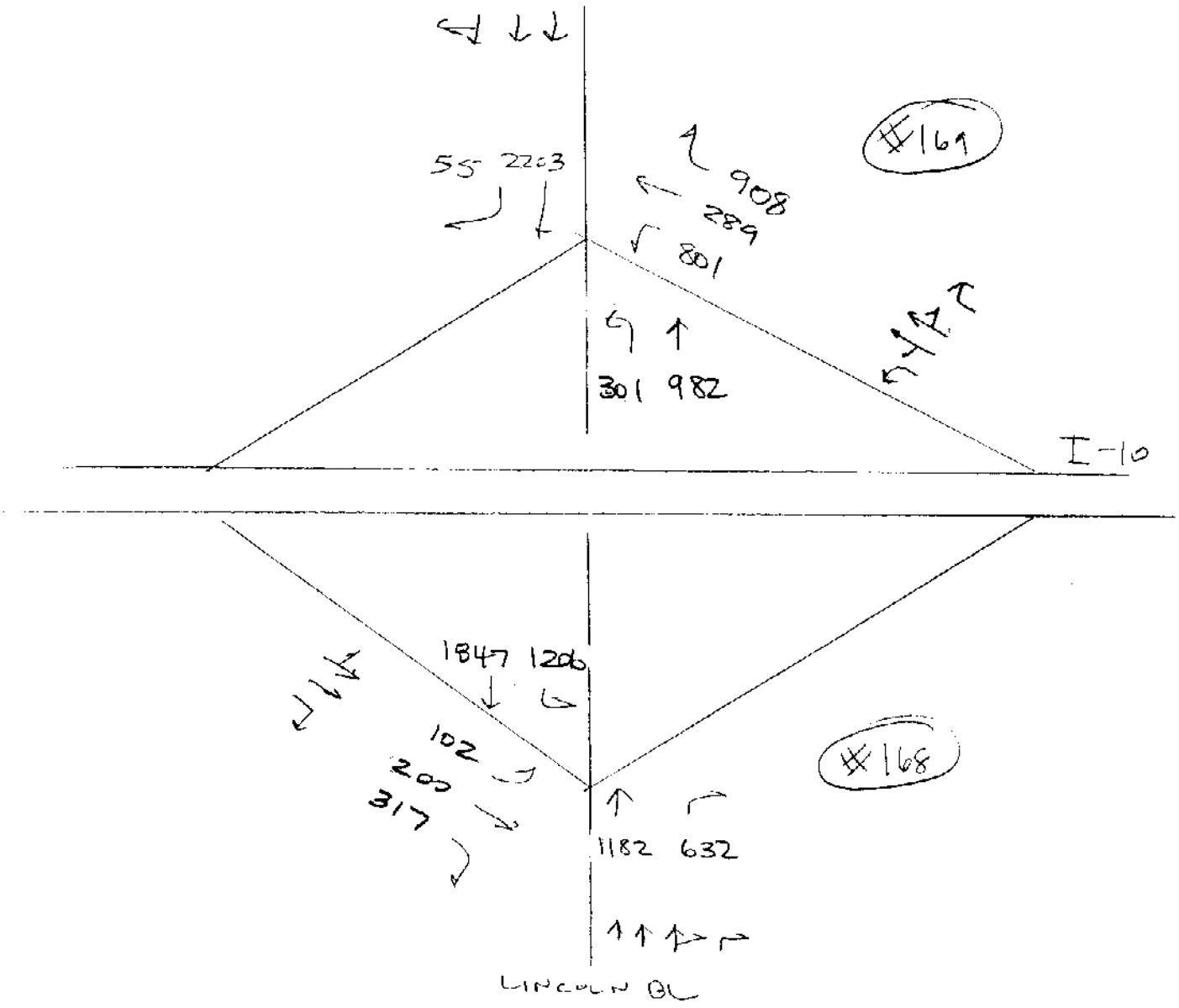
Results

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

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

V/C = (407 + 526 + 44 + 430) / 1425 = 0.987 LOS = E

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2010 W/PROJECT
PM PEAK HOUR

(#168) NB CRITICAL = 301 or (1182-301+632)/3 = (504)
SB CRITICAL = 1206 X 0.55 = (663) or 1847/2 = 924
EB CRITICAL = (102+200)/2 = 151 or (317)

$$\frac{504+663+317}{1425} = \boxed{1.041 \text{ LOS F}}$$

(#169) NB CRITICAL = (301) or 982/2 = 491
SB CRITICAL = 663 or (2203 - 663 + 55)/2 = (798)
WB CRITICAL = (801+144)/2 = 473 OR (908+145)/2 = (527)

$$\frac{301+798+527}{1425} = \boxed{1.141 \text{ LOS F}}$$

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: PM Comments: INT# 166

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	2144	253	211	1898	0	351	0	267	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2144	253	211	1898	0	351	0	267	0	0	0
LANE	0 0 3	0 0 1	0	2 0 2	0 0 0		1 0 0	0 0 1		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: 949 B: 116

EastBound A: 0 B: 0

WestBound A: 148 B: 206

NorthBound A: 716 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 = (0 + 949 + 206 + 0) / 1425 = 0.741 LOS = C

Developed by Chun Wong 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: PM Comments: INT# 167

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	3	0	14	11	0	330	12	1227	94	394	1255	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	14	11	0	330	12	1227	94	394	1255	24
LANE	0 0 0	1 0 0		0 0 0	1 0 0		0 1 0	1 0 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: 341 B: 11

EastBound A: 648 B: 394

WestBound A: 697 B: 12

NorthBound A: 17 B: 3

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 = (3 + 341 + 697 + 394) / 1500 = 0.957 LOS = E

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

AM/PM: PM Comments: INT# 171

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	67	363	101	310	673	68	184	586	293	15	668	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	363	101	310	673	68	184	586	293	15	668	33
LANE	1 0 1	0 0 1	0	1 0 0	1 0 0		1 0 2	0 1 0		1 0 2	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: 741 B: 310

EastBound A: 334 B: 15

WestBound A: 293 B: 164

NorthBound A: 363 B: 67

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 = (67 + 741 + 164 + 334) / 1500 = 0.891 LOS = D

0.871 LOS D

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

AM/PM: PM Comments: INT# 172

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	284	811	251	142	475	64	71	1049	112	19	1346	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	284	811	251	142	475	64	71	1049	112	19	1346	76
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 2	0 1 0		1 0 2	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: 276 B: 142

EastBound A: 673 B: 19

WestBound A: 625 B: 71

NorthBound A: 536 B: 284

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 = (536 + 142 + 71 + 673) / 1500 = 0.878 LOS = D

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: PM Comments: INT# 173

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	993	1115	743	1872	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	993	1115	743	1872	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 936 B: 743

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1115 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 = + +

V/C = (1115 + 743 + +) / 1500 = 1.169 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99346

AM/PM: PM Comments: INT# 174

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	219	1018	23	38	1418	368	46	331	17	282	316	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	1018	23	38	1418	368	46	331	17	282	316	211
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	0	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA				

Critical Movements Diagram

SouthBound A: 473 B: 36

EastBound A: 316 B: 155

WestBound A: 346 B: 46

NorthBound A: 347 B: 219

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 = (219 + 473 + 346 + 155) / 1375 = 0.799 LOS = C

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: PM Comments: INT# 175

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	201	1180	44	311	1225	276	61	747	221	216	1085	284
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	1180	44	311	1225	276	61	747	221	216	1085	284
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	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: 754 B: 211

EastBound A: 543 B: 216

WestBound A: 484 B: 61

NorthBound A: 612 B: 201

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 = (201 + 754 + 484 + 216) / 1375 = 1.201 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: PM Comments: INT# 176

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	143	77	602	180	0	123	0	1203	102	44	1040	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	77	602	180	0	123	0	1203	102	44	1040	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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 79 B: 101

EastBound A: 347 B: 44

WestBound A: 435 B: 0

NorthBound A: 331 B: 79

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 = (331 + 101 + 435 + 44) / 1375 = 0.993 LOS = A

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

AM/PM: PM Comments: INT# 177

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	5	499	213	112	1405	6	151	9	135	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	499	213	112	1405	6	151	9	135	8	12	14
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 706 B: 112

EastBound A: 34 B: 5

WestBound A: 135 B: 80

NorthBound A: 356 B: 5

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 = (5 + 706 + 135 + 84) / 1425 = 0.548 LOS = A

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

AM/PM: PM Comments: INT# 178

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	247	1788	161	282	1516	139	178	1324	130	172	1011	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	1788	161	282	1516	139	178	1324	130	172	1011	77
LANE	1	0	3	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 552 B: 282

EastBound A: 344 B: 172

WestBound A: 727 B: 178

NorthBound A: 595 B: 247

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 = (595 + 282 + 727 + 172) / 1375 = 1.292 LOS = F

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:06:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

AM/PM: PM Comments: INT# 179

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	13	653	593	343	931	29	454	591	8	155	540	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	653	593	343	931	29	454	591	8	155	540	14
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Ol A		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 480 B: 189

EastBound A: 145 B: 135

WestBound A: 300 B: 250

NorthBound A: 415 B: 13

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 = (415 + 139 + 300 + 186) / 1375 = 0.700 LOS = C

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

AM/PM: PM Comments: INT# 180

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	117	705	50	224	1198	172	119	825	208	199	1255	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	705	50	224	1198	172	119	825	208	199	1255	274
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 457 B: 224

EastBound A: 619 B: 198

WestBound A: 344 B: 319

NorthBound A: 252 B: 137

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 = (117 + 457 + 119 + 619) / 1375 = 0.875 LOS = D

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

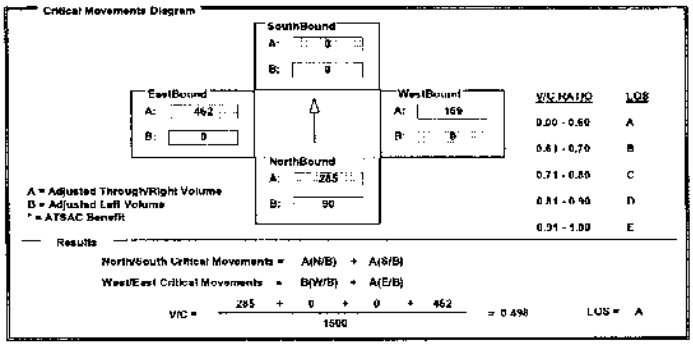
AM/PM: PM Comments: INT# 181

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	0	285	0	0	0	0	382	253	0	1304	542
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	0	285	0	0	0	0	382	253	0	1304	542
LANE	1	0	0	0	0	1	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		Auto		Perm		Auto	

Critical Movements Diagram



Results

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

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

V/C = (285 + 0 + 0 + 462) / 1500 = 0.498 LOS = A

Developed by Chen Wang, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

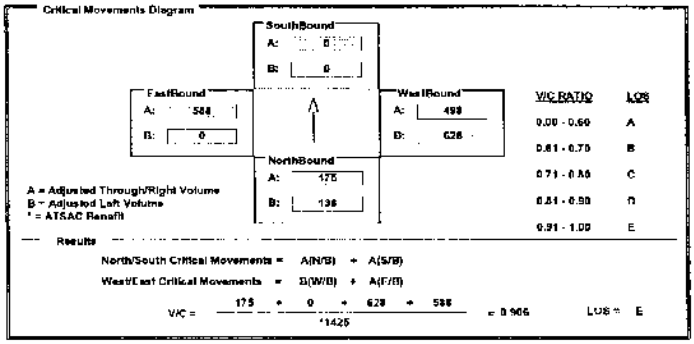
AM/PM: PM Comments: INT# 182

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	251	0	489	0	0	0	628	995	0	0	1175	329
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	0	489	0	0	0	628	995	0	0	1175	329
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		<none>		<none>		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram



Results

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

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

V/C = (175 + 0 + 628 + 588) / 1425 = 0.906 LOS = E

Developed by Chen Wang, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

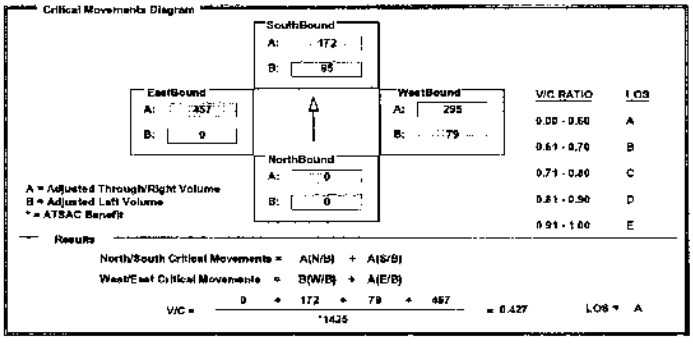
AM/PM: PM Comments: INT# 183

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	65	238	277	144	886	0	0	1225	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	65	238	277	144	886	0	0	1225	147
LANE	0	0	0	0	0	0	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



Results

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

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

V/C = (0 + 172 + 79 + 457) / 1425 = 0.427 LOS = A

Developed by Chen Wang, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

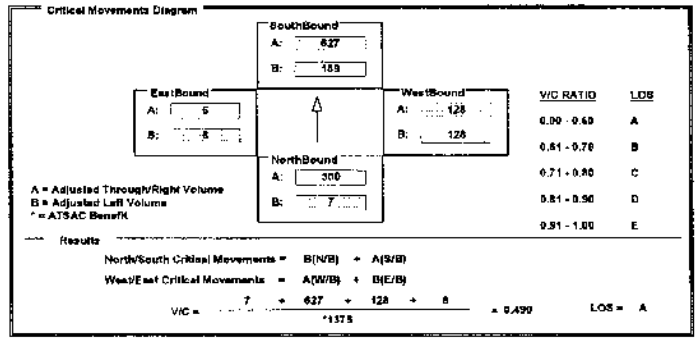
AM/PM: PM Comments: INT# 184

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	431	364	189	1243	11	245	9	156	8	6	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	431	364	189	1243	11	245	9	156	8	6	4
LANE	1	0	2	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



Results

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

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

V/C = (7 + 627 + 128 + 8) / 1375 = 0.499 LOS = A

Developed by Chen Wang, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

AM/PM: PM Comments: INT# 185

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	206	180	367	536	395	36	440	163	240	968	388
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	206	180	367	536	395	36	440	163	240	968	388
LANE	2	0	1	0	2	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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: 310 B: 202

EastBound A: 323 B: 132

WestBound A: 147 B: 20

NorthBound A: 129 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 = B(N/B) + A(S/B)

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

V/C = (81 + 310 + 20 + 323) / *1375 = 0.464 LOS = A

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

AM/PM: PM Comments: INT# 186

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	2072	0	0	2258	0	0	0	0	0	0	706
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2072	0	0	2258	0	0	0	0	0	0	706
LANE	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	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 753 B: 0

EastBound A: 388 B: 0

WestBound A: 0 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) + A(E/B)

V/C = (0 + 753 + 0 + 388) / *1500 = 0.691 LOS = B

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

AM/PM: PM Comments: INT# 187

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	2121	0	0	1950	315	0	0	648	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2121	0	0	1950	315	0	0	648	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 356 B: 0

NorthBound A: 707 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 = (707 + 0 + 356 + 0) / *1600 = 0.638 LOS = B

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

AM/PM: PM Comments: INT# 188

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	221	888	70	243	1149	194	140	765	188	184	970	248
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	888	70	243	1149	194	140	765	188	184	970	248
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	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: 575 B: 243

EastBound A: 669 B: 194

WestBound A: 383 B: 140

NorthBound A: 479 B: 221

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 = (221 + 575 + 140 + 669) / 1375 = 1.124 LOS = F

Developed by Chun Wong, 1994

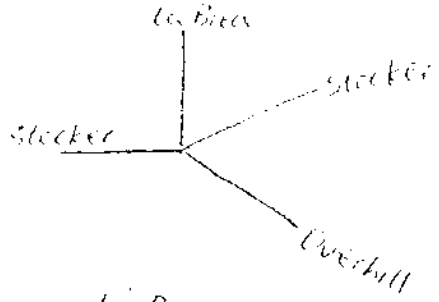
Intersection #190

N/S STREET: La Brea Av / Overhill Dr

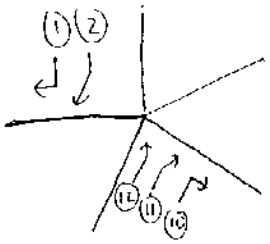
E/W STREET: Stocker St

Scenario: 2019 W/PROJECT

Peak Hour: PM PEAK HOUR



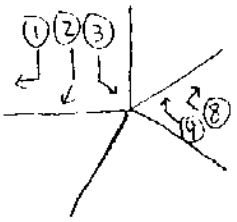
(1)



	NB	VOL	LNS	
(12)	T	1274	3	425
(11)	R	292	2	154
(10)	R	16	0	

	SB	VOL	LNS	
(2)	T	1550	2	775
(1)	R	631	Free Flow	

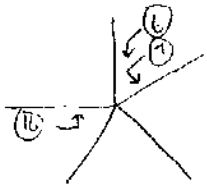
(2)



	WB	VOL	LNS	
(9)	T	403	2	202
(8)	R	69	1	69

	SB	VOL	LNS	
(3)	L	662	2	331
(2)	T	1550	2	775 - 425 = 350
(1)	R	631	Free Flow	

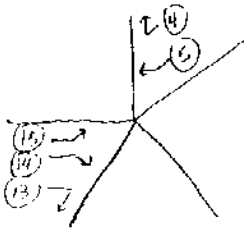
(3)



	EB	VOL	LNS	
(16)	L	674	2	337

	WB	VOL	LNS	
(7)		57	2	160
(6)		763		

(4)



	EB	VOL	LNS	
(15)	T	725	2	502
(14)	R	242		
(13)	R	36		

	WB	VOL	LNS	
(5)	T	442	2	221
(4)	R	21	1	21

CRITICAL MOVES: 425 + 350 + 337 + 502 = 1614

V/C: 1614 / 1375 = 1.174

LOS: F

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

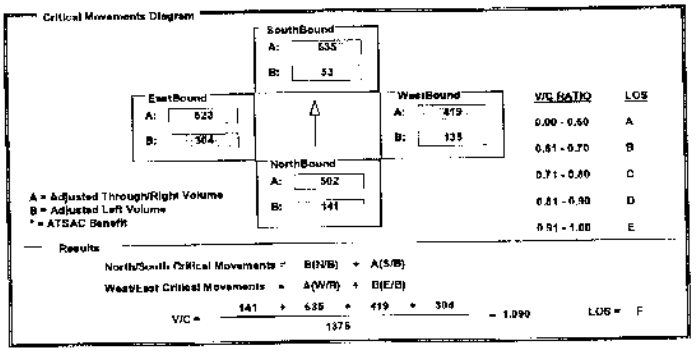
AM/PM: PM Comments: INT# 189

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	1341	165	53	1270	369	135	1205	53	304	1461	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1341	165	53	1270	369	135	1205	53	304	1461	108
LANE	1	0	2	0	1	0	0	1	0	2	0	1	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



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 = (141 + 635 + 419 + 304) / 1375 = 1.099 LOS = F

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

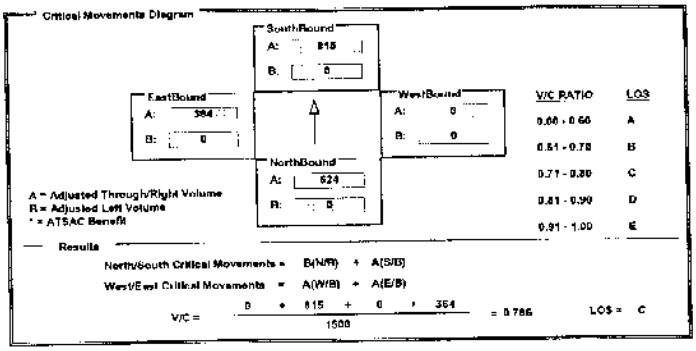
AM/PM: PM Comments: INT# 191

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	1873	0	0	1827	619	0	0	0	0	0	364
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1873	0	0	1827	619	0	0	0	0	0	364
LANE	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 815 + 0 + 364) / 1500 = 0.786 LOS = C

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

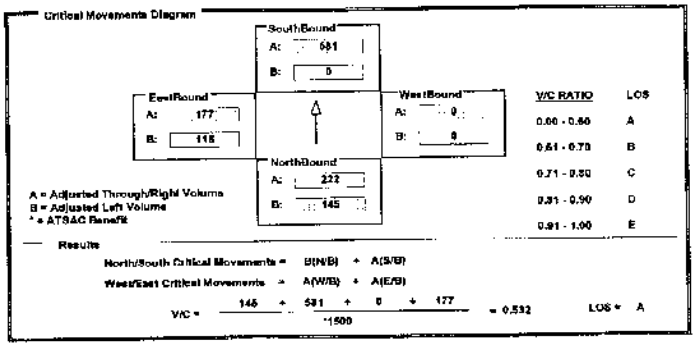
AM/PM: PM Comments: INT# 192

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	443	0	0	433	581	0	0	0	210	0	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	443	0	0	433	581	0	0	0	210	0	177
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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (145 + 581 + 0 + 177) / *1500 = 0.532 LOS = A

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July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

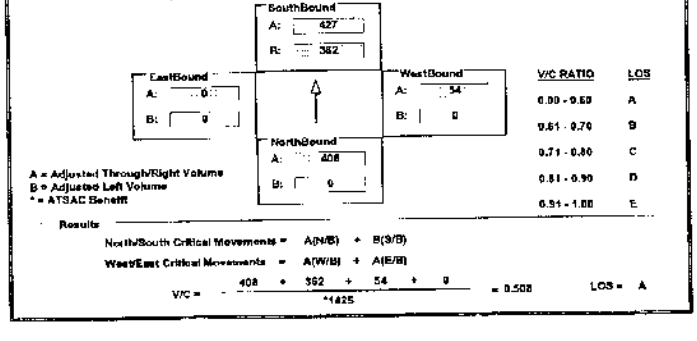
AM/PM: PM Comments: INT# 193

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	816	109	659	854	0	0	0	428	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	816	109	659	854	0	0	0	428	0	0	0
LANE	0	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2	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



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 = (408 + 382 + 54 + 0) / *1425 = 0.508 LOS = A

Developed by Chun Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

AM/PM: PM Comments: INT# 194

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	489	70	197	924	0	172	0	120	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	489	70	197	924	0	172	0	120	0	0	0
LANE	1	0	2	0	1	0	1	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 308 B: 197

EastBound A: 0 B: 0

WestBound A: 21 B: 95

NorthBound A: 245 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) + B(S/B)

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

V/C = (245 + 197 + 95 + 0) / 1425 = 0.397 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

AM/PM: PM Comments: INT# 195

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	833	178	325	568	392	261	0	194	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	833	178	325	568	392	261	0	194	0	0	0
LANE	0	0	1	0	1	0	1	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 189 B: 325

EastBound A: 0 B: 0

WestBound A: 152 B: 152

NorthBound A: 406 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 = (406 + 325 + 152 + 0) / 1500 = 0.519 LOS = A

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

AM/PM: PM Comments: INT# 196

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	121	399	206	424	945	118	392	969	105	96	860	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	399	206	424	945	118	392	969	105	96	860	48
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 473 B: 424

EastBound A: 303 B: 96

WestBound A: 359 B: 216

NorthBound A: 303 B: 121

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 = (303 + 473 + 216 + 303) / 1975 = 0.842 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

AM/PM: PM Comments: INT# 197

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	2451	1175	475	3083	0	824	0	169	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2451	1175	475	3083	0	824	0	169	0	0	0
LANE	0	0	3	0	1	0	1	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1542 B: 475

EastBound A: 0 B: 0

WestBound A: 0 B: 485

NorthBound A: 817 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 = (817 + 1542 + 485 + 0) / 1425 = 2.007 LOS = F

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I-225

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

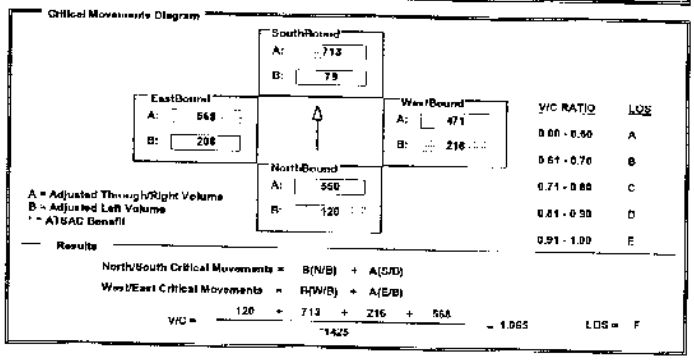
AM/PM: PM Comments: INT# 198

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	120	1577	74	79	1743	397	216	1412	88	379	1703	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1577	74	79	1743	397	216	1412	88	379	1703	93
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 1 0		2 0 3	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (120 + 713 + 216 + 568) / 1425 = 1.065 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

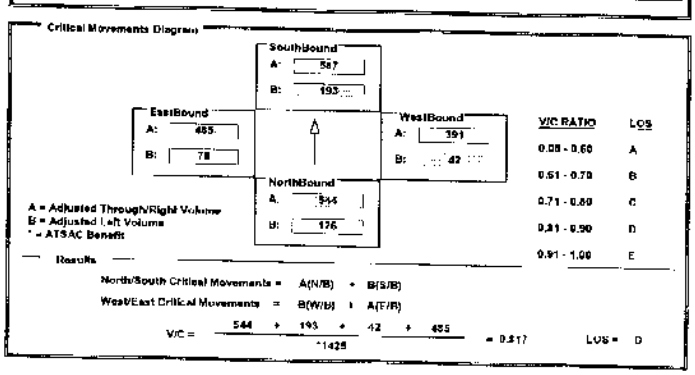
AM/PM: PM Comments: INT# 199

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	1601	30	193	1716	45	42	781	150	78	970	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1601	30	193	1716	45	42	781	150	78	970	174
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (544 + 193 + 42 + 485) / 1425 = 0.817 LOS = D

Developed by Chun Wong, 12/94

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

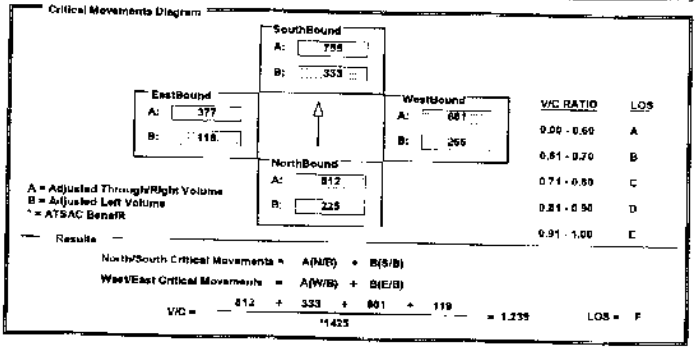
AM/PM: PM Comments: INT# 200

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	225	2436	92	333	2264	124	266	737	465	119	604	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	2436	92	333	2264	124	266	737	465	119	604	150
LANE	1 0 3	0 1 0		1 0 3	0 1 0		1 0 2	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (812 + 333 + 681 + 119) / 1425 = 1.239 LOS = F

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20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

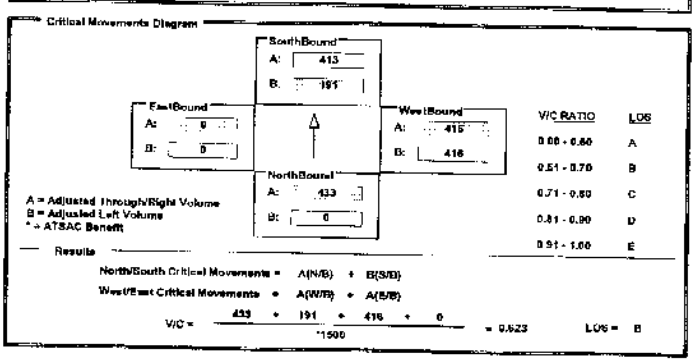
AM/PM: PM Comments: INT# 201

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	866	240	191	826	0	665	0	167	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	866	240	191	826	0	665	0	167	0	0	0
LANE	0 0 1	0 1 1	0	1 0 2	0 0 0		1 0 0	0 0 1		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (433 + 191 + 416 + 0) / 1500 = 0.623 LOS = B

Developed by Chun Wong, 12/94

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CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

AM/PM: PM Comments: INT# 202

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	488	0	246	0	0	0	0	1304	0	0	1902	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	488	0	246	0	0	0	0	1304	0	0	1902	0
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	1	0	2	0	1	1	0
SIGNAL	Split		Auto	<none>		<none>	Perm		<none>	Perm		Auto
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 634 B: 0

WestBound A: 436 B: 0

NorthBound A: 246 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 = (268 + 0 + 0 + 634) / 1500 = 0.601 LOS = B

Developed by: John Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

AM/PM: PM Comments: INT# 203

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	858	0	0	1868	0	521	0	778	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	858	0	0	1868	0	521	0	778	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
SIGNAL	Perm		<none>	Perm		<none>	Split		Auto	<none>		<none>
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR

Critical Movements Diagram

SouthBound A: 467 B: 0

EastBound A: 0 B: 0

WestBound A: 433 B: 433

NorthBound A: 286 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 = (0 + 467 + 433 + 0) / 1500 = 0.600 LOS = A

Developed by: John Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

AM/PM: PM Comments: INT# 204

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	273	1339	155	144	1515	59	156	202	62	71	302	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1339	155	144	1515	59	156	202	62	71	302	185
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR

Critical Movements Diagram

SouthBound A: 525 B: 144

EastBound A: 244 B: 71

WestBound A: 202 B: 156

NorthBound A: 446 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 = (273 + 626 + 156 + 244) / 1425 = 0.841 LOS = D

Developed by: John Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

AM/PM: PM Comments: INT# 205

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	103	403	157	40	542	134	164	282	88	70	328	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	403	157	40	542	134	164	282	88	70	328	110
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
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR

Critical Movements Diagram

SouthBound A: 676 B: 40

EastBound A: 436 B: 70

WestBound A: 370 B: 164

NorthBound A: 560 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 = B(W/B) + A(E/B)

V/C = (103 + 676 + 164 + 436) / 1500 = 0.921 LOS = E

Developed by: John Wong, 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

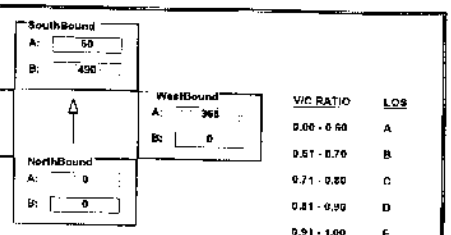
AM/PM: PM Comments: INT# 206

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	224	0	735	803	328	1144	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	891	0	224	0	735	803	328	1144	0
LANE	0 0 0	0 0 0	0 0 0	2 0 0	0 0 0	1 0 0	0 0 2	0 1 1	0 0 0	1 0 3	0 0 0	0 0 0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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 = (0 + 490 + 368 + 328) / 1425 = 0.852 LOS = D

Developed by Chun Wang, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

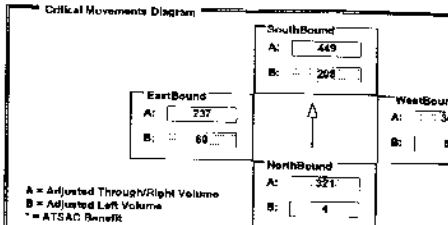
AM/PM: PM Comments: INT# 207

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	244	77	208	414	35	84	203	140	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	244	77	208	414	35	84	203	140	60	193	44
LANE	1 0 0	0 1 0	0 1 0	1 0 0	0 1 0	0 1 0	1 0 0	0 1 0	0 1 0	1 0 0	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



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 = (321 + 208 + 343 + 60) / 1500 = 0.621 LOS = B

Developed by Chun Wang, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL /PCH W/E: ARTESIA BL I/S No: 99416

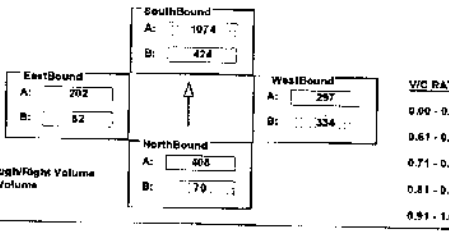
AM/PM: PM Comments: INT# 208

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	70	1224	200	770	2914	309	334	594	338	82	288	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1224	200	770	2914	309	334	594	338	82	288	115
LANE	1 0 3	0 0 1	0 2 0	2 0 2	0 1 0	0 1 0	1 0 2	0 0 1	1 0 0	1 0 1	0 1 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



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 = (70 + 1074 + 334 + 202) / 1375 = 1.222 LOS = F

Developed by Chun Wang, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

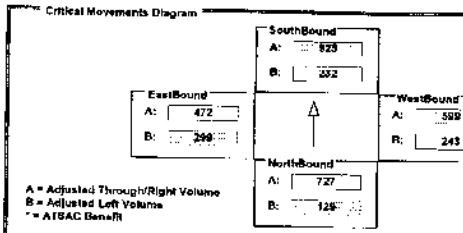
AM/PM: PM Comments: INT# 209

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	129	1295	158	232	1627	222	243	1713	85	299	1417	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1295	158	232	1627	222	243	1713	85	299	1417	111
LANE	1 0 1	0 1 0	0 1 0	1 0 1	0 1 0	0 1 0	1 0 2	0 1 0	0 0 1	1 0 3	0 1 0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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	F

Results

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

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

V/C = (125 + 825 + 599 + 299) / 1379 = 1.350 LOS = F

Developed by Chun Wang, 12/04

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: PM Comments: INT# 210

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	793	914	87	1078	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	793	914	87	1078	0	0	0	0	0	0	0

LANE: 0 0 2 0 0 1 0 | 1 0 2 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
	Perm	Auto	Perm	<none>	<none>	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 539 B: 87

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 914 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 = * +

V/C = (914 + 87 +) / 1600 = 0.667 LOS = B

Developed by Chan Wong 12-98

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: PM Comments: INT# 211

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	8	788	0	0	622	204	545	266	61	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	788	0	0	622	204	545	266	61	184	0	65

LANE: 1 0 2 0 0 0 0 | 0 0 2 0 0 1 0 | 1 0 0 1 0 0 0 | 2 0 0 0 0 1 0

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

Critical Movements Diagram

SouthBound A: 311 B: 0

EastBound A: 55 B: 101

WestBound A: 436 B: 436

NorthBound A: 394 B: 8

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 = (394 + 8 + 436 + 101) / *1425 = 0.583 LOS = A

Developed by Chan Wong 12/98

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: PM Comments: INT# 212

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	1227	291	157	1414	135	225	759	58	140	918	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	262	1227	291	157	1414	135	225	759	58	140	918	99

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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 775 B: 157

EastBound A: 569 B: 140

WestBound A: 409 B: 225

NorthBound A: 614 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 = (262 + 775 + 225 + 509) / *1500 = 1.111 LOS = F

Developed by Chan Wong 12-98

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: PM Comments: INT# 216

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	0	727	0	0	0	668	1280	0	0	1302	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	0	727	0	0	0	668	1280	0	0	1302	3

LANE: 0 0 0 0 1 1 | 0 0 0 0 0 0 0 | 2 0 2 0 0 0 0 | 0 0 2 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 435 B: 0

WestBound A: 630 B: 367

NorthBound A: 7 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 = B(N/B) + A(S/B)

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

V/C = (21 + 0 + 367 + 435) / *1425 = 0.538 LOS = A

0.478

Developed by Chan Wong 12/98

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: B ST | I/S No: 99432

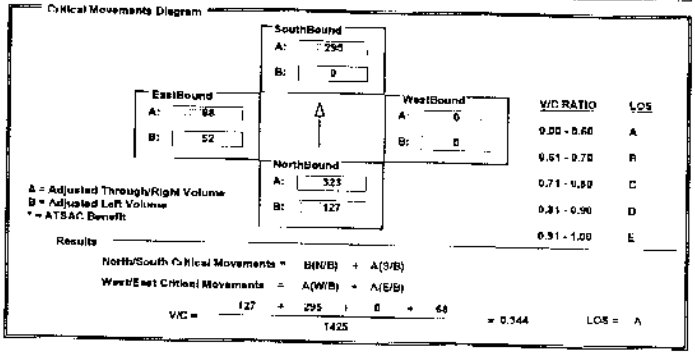
AM/PM: PM | Comments: INT# 216

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	231	645	0	0	590	81	0	0	0	103	0	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	645	0	0	590	81	0	0	0	103	0	132
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (127 + 295 + 0 + 68) / 1425 = 0.344 LOS = A

Developed by Chun Wong 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: JEFFERSON BL | I/S No: 99434

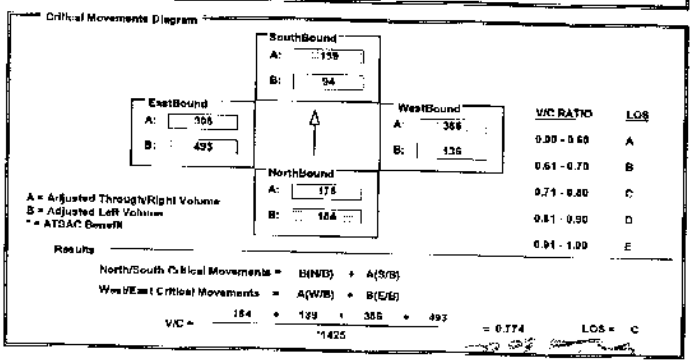
AM/PM: PM | Comments: INT# 217

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	184	229	126	94	262	388	136	1390	154	493	1099	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	229	126	94	262	388	136	1390	154	493	1099	132
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (184 + 159 + 388 + 493) / 1425 = 0.774 LOS = C

Developed by Chun Wong 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: TEALE ST | I/S No: 99435

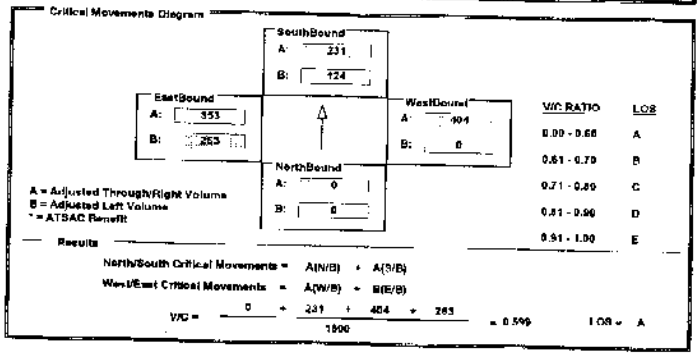
AM/PM: PM | Comments: INT# 218

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	124	0	231	0	808	128	263	705	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	124	0	231	0	808	128	263	705	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 231 + 404 + 263) / 1500 = 0.599 LOS = A

Developed by Chun Wong 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV | W/E: TEALE ST | I/S No: 99438

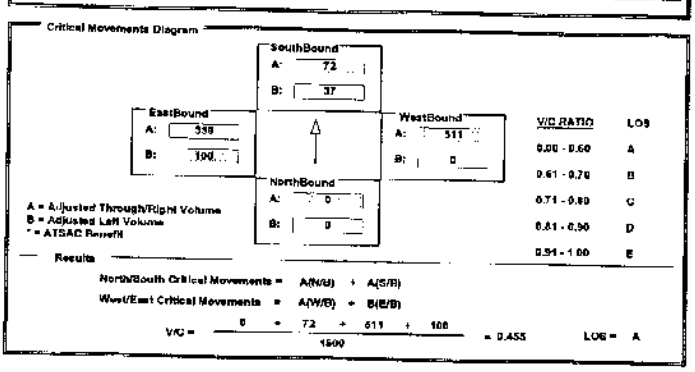
AM/PM: PM | Comments: INT# 219

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	37	0	72	0	944	77	100	660	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	37	0	72	0	944	77	100	660	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 72 + 511 + 100) / 1500 = 0.455 LOS = A

Developed by Chun Wong 1994

20PMPROJ

CalcaDB

July 17, 2003 ,Thursday 07:05:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST | W/E: TEALE ST | MS No: 99440

AM/PM: PM | Comments: INT# 220

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	191	0	53	0	1095	195	48	744	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	191	0	53	0	1095	195	48	744	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram

SouthBound A: 53 B: 191

EastBound A: 372 B: 48

WestBound A: 548 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 = (0 + 191 + 548 + 48) / 1500 = 0.525 LOS = A

Developed by Chun Wong, 1994

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT AND MITIGATION PROGRAM – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT AND MITIGATION PROGRAM

AM PEAK HOUR

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ARBOR VITAE I/S No: 20110

AM/PM: AM Comments: INT# 1

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	189	865	103	53	861	99	144	781	27	225	408	342
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	865	103	53	861	99	144	781	27	225	408	342
LANE	1	0	1	0	1	0	1	0	1	0	1	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: 287 B: 53

EastBound A: 342 B: 225

WestBound A: 404 B: 144

NorthBound A: 484 B: 189

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 = (484 + 53 + 404 + 225) / *1800 = 0.797 LOS = C

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

AM/PM: AM Comments: INT# 2

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	683	0	414	0	1991	630	376	1237	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	683	0	414	0	1991	630	376	1237	0
LANE	0	0	0	0	0	0	3	0	0	2	0	0	4	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 125 B: 253

EastBound A: 369 B: 207

WestBound A: 604 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 = (0 + 253 + 604 + 207) / *1375 = 0.631 LOS = B

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

AM/PM: AM Comments: INT# 3

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	105	223	552	124	227	64	803	895	23	58	742	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	223	552	124	227	64	803	895	23	58	742	34
LANE	0	1	0	0	1	0	0	1	0	0	1	0	2	0	1	0	0	1	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: 293 B: 124

EastBound A: 259 B: 58

WestBound A: 469 B: 442

NorthBound A: 293 B: 105

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 = (293 + 124 + 442 + 259) / *1375 = 0.745 LOS = C

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: AM Comments: INT# 4

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	308	540	108	55	564	98	119	640	14	50	485	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	308	540	108	55	564	98	119	640	14	50	485	314
LANE	2	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	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: 331 B: 56

EastBound A: 400 B: 50

WestBound A: 327 B: 119

NorthBound A: 279 B: 158

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 = (158 + 331 + 119 + 400) / *1375 = 0.670 LOS = B

Developed by Chun Wong, 12/04

20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

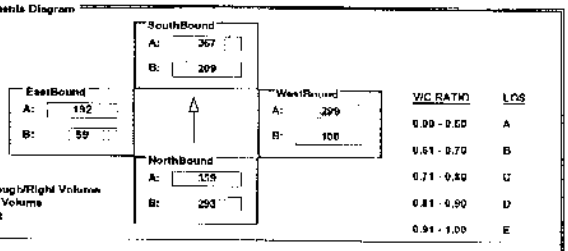
AM/PM: AM Comments: INT# 5

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	293	646	72	209	632	102	100	598	186	59	284	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	646	72	209	632	102	100	598	186	59	284	99
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



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 = (293 + 367 + 299 + 59) / 1500 = 0.679 LOS = B

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20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

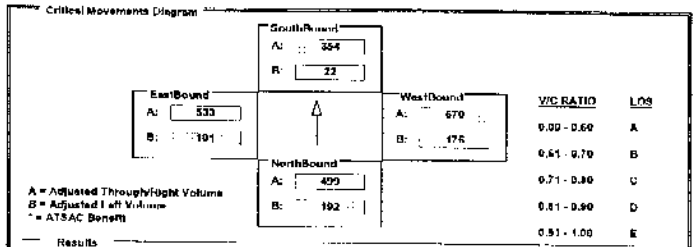
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	520	930	68	40	835	227	176	2490	189	101	1725	406
AMBIENT												
RELATED												
PROJECT												
TOTAL	520	930	68	40	835	227	176	2490	189	101	1725	406
LANE	3 0 1	0 1 0	0	2 0 2	0 1 0	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



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 = (192 + 354 + 670 + 191) / 1375 = 0.888 LOS = D

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

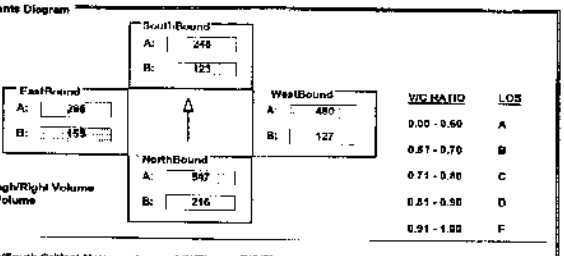
AM/PM: AM Comments: INT# 7

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	1094	281	223	495	510	231	1380	561	282	724	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	1094	281	223	495	510	231	1380	561	282	724	160
LANE	2 0 2	0 1 0	0	1 0 2	0 1 0	0	2 0 3	0 1 0	0	2 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

V/C = (647 + 123 + 480 + 155) / 1375 = 0.865 LOS = D

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

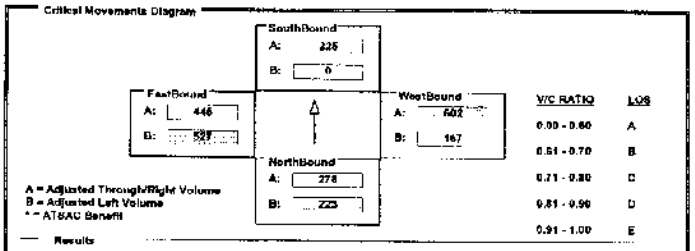
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	223	457	99	0	450	368	167	1203	23	527	889	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	457	99	0	450	368	167	1203	23	527	889	281
LANE	1 0 1	0 1 0	0	0 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (223 + 225 + 502 + 527) / 1375 = 1.117 - 0.03 ATCS = F

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL | W/E: ROSECRANS AV | I/S No: 99278

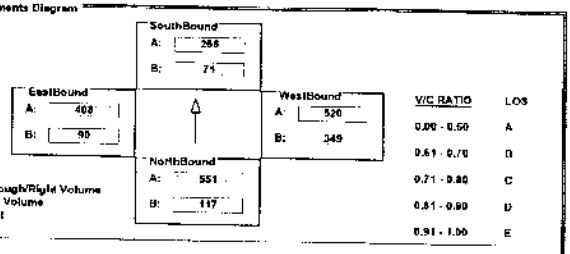
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COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	1328	725	129	874	311	634	1568	513	163	1305	326
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	1328	725	129	874	311	634	1568	513	163	1305	326
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	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (551 + 71 + 349 + 408) / 1375 = 1.083 LOS = F

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: RAILWAY | I/S No: 20449

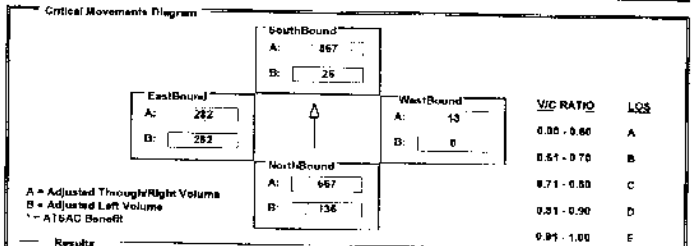
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COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	136	1961	39	26	2224	378	0	0	13	563	0	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1961	39	26	2224	378	0	0	13	563	0	192
LANE	1	0	2	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	1	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



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

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

Results

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

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

V/C = (136 + 867 + 13 + 282) / 1375 = 0.874 LOS = D

-0.03 ATCS

-0.01 TPS

0.834

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: CULVER BL | I/S No: 20470

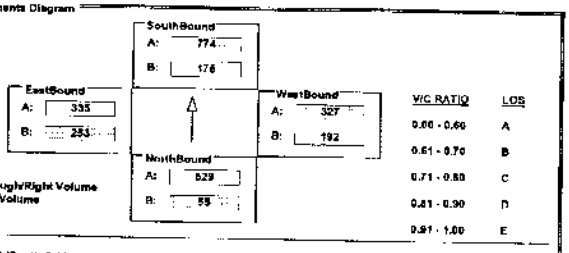
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COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	55	1057	151	175	1246	301	192	654	195	253	647	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1057	151	175	1246	301	192	654	195	253	647	23
LANE	1	0	2	0	1	0	1	0	1	0	1	0	0	1	0	1	0	2	0	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



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

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

Results

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

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

V/C = (55 + 774 + 327 + 253) / 1500 = 0.869 - 0.03 LOS = D

= 0.839

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: JEFFERSON BL | I/S No: 20513

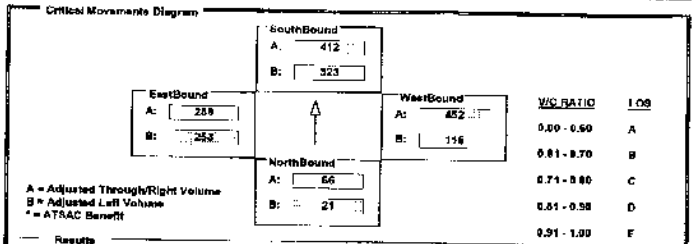
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COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	199	68	587	534	665	209	1356	526	460	858	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	199	68	587	534	665	209	1356	526	460	858	170
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	1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA				

Critical Movements Diagram



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

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

Results

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

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

V/C = (21 + 412 + 452 + 253) / 1375 = 0.758 - 0.03 LOS = C

= 0.728

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

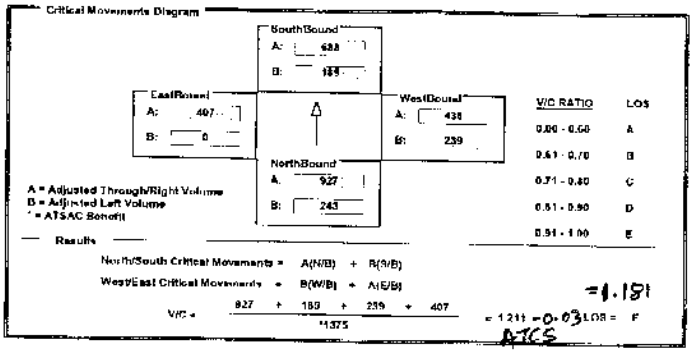
AM/PM: AM Comments: INT# 13

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	243	2710	72	189	1987	78	239	1315	215	0	1065	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	243	2710	72	189	1987	78	239	1315	215	0	1065	157
LANE	1 0 2 0 1 0			1 0 2 0 1 0			1 0 3 0 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



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 = (927 + 189 + 239 + 407) / *1375 = 1.211 = 0.03 LOS = F

=1.181

ATCS

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

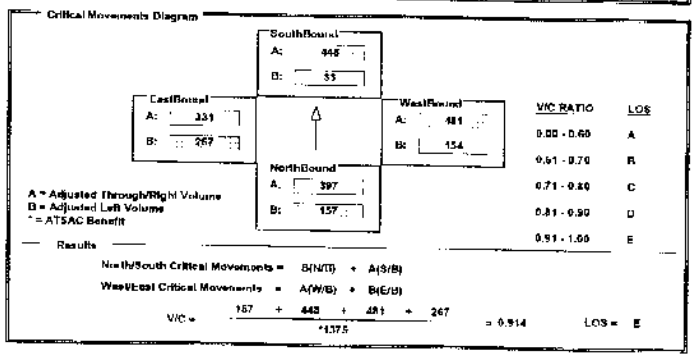
AM/PM: AM Comments: INT# 14

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	285	1058	133	33	1141	203	280	1421	21	267	941	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	285	1059	133	33	1141	203	280	1421	21	267	941	51
LANE	2 0 2 0 1 0			1 0 2 0 1 0			2 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



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 = (157 + 448 + 481 + 267) / *1375 = 0.914 LOS = E

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

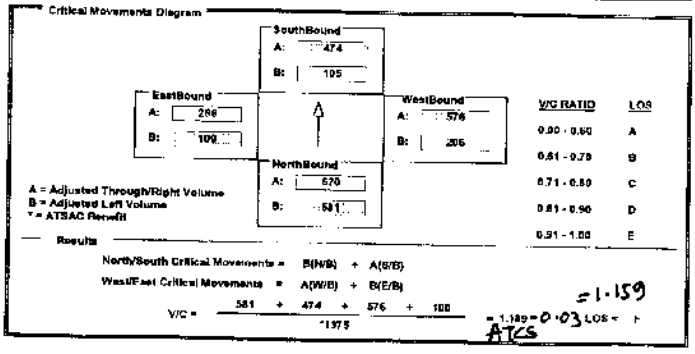
AM/PM: AM Comments: INT# 15

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	1057	1880	301	191	1422	117	374	960	192	100	798	976
AMBIENT												
RELATED												
PROJECT												
TOTAL	1057	1880	301	191	1422	117	374	960	192	100	798	976
LANE	2 0 3 0 0 1 0			2 0 3 0 0 1 0			2 0 1 0 1 0			1 0 3 0 0 2 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (581 + 474 + 576 + 109) / *1375 = 1.159 = 0.03 LOS = F

=1.159

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

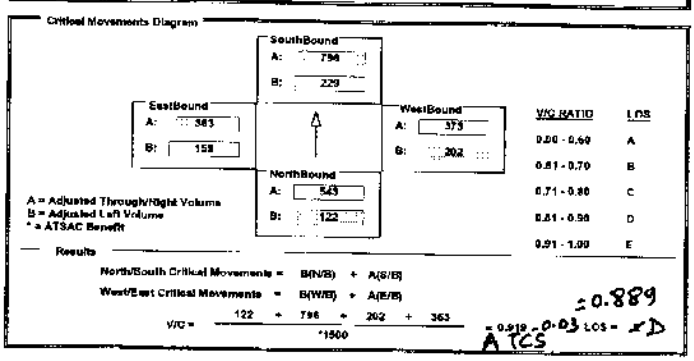
AM/PM: AM Comments: INT# 16

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	122	944	141	229	1591	110	202	582	164	159	616	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	944	141	229	1591	110	202	582	164	159	616	110
LANE	1 0 1 0 1 0 0			1 0 2 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



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 = (122 + 796 + 202 + 383) / *1500 = 0.818 = 0.03 LOS = D

=0.889

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19580

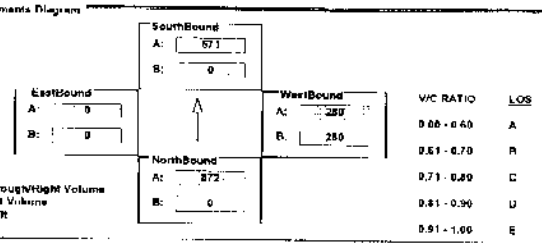
AM/PM: AM Comments: INT# 17

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	74	0	2684	255	496	63	471	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3486	74	0	2684	255	496	63	471	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
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (872 + 0 + 280 + 0) / 1600 = 0.686 LOS = B

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

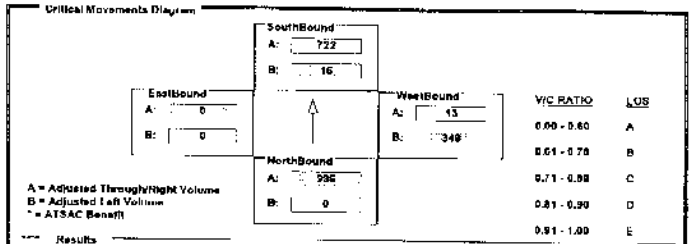
AM/PM: AM Comments: INT# 16

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	1991	210	16	1348	0	635	0	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1991	210	16	1348	0	635	0	13	0	0	0
LANE	0 0 1	0 1 0		0 1 1	0 0 0		2 0 0	0 0 1	0	0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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 = (998 + 16 + 349 + 0) / 1600 = 0.837 - 0.03 LOS = D

=0.807

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY I B RAMPS I/S No: 20390

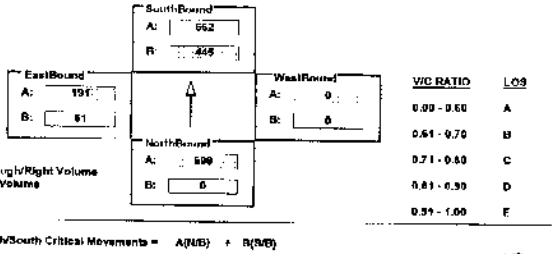
AM/PM: AM Comments: INT# 19

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	1038	1270	445	1985	0	0	0	0	51	0	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1038	1270	445	1985	0	0	0	0	51	0	191
LANE	0 0 2	0 0 2	0	1 0 1	0 0 0	0	0 0 0	0 0 0	0	1 1 0	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (599 + 446 + 0 + 191) / 1600 = 0.820 - 0.03 LOS = B

=0.790

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

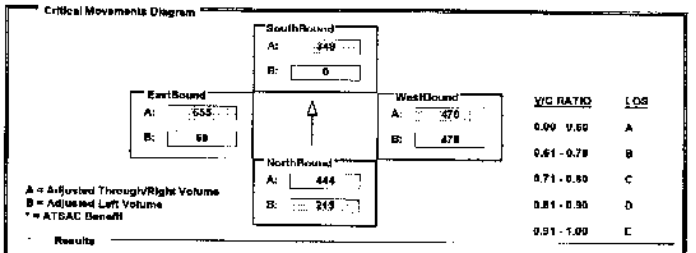
AM/PM: AM Comments: INT# 20

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	213	887	0	0	932	115	843	512	55	69	0	655
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	887	0	0	932	115	843	512	55	69	0	655
LANE	1 0 2	0 0 0		0 0 2	0 1 0		1 1 0	1 0 0		1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (213 + 349 + 478 + 655) / 1425 = 1.314 - 0.03 LOS = F

=1.084

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99226

AM/PM: AM Comments: INT# 21

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	878	1006	45	441	0	1113	0	7	15	242	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	878	1006	45	441	0	1113	0	7	15	242	302
LANE	0	0	2	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 221 B: 45

EastBound A: 559 B: 15

WestBound A: 7 B: 612

NorthBound A: 439 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 = (439 + 45 + 612 + 559) / *1425 = 1.054 LOS = F

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

AM/PM: AM Comments: INT# 22

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	229	5	1245	75	32	3	18	1214	119	14	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	229	5	1245	75	32	3	18	1214	119	14	0
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 107 B: 461

EastBound A: 133 B: 119

WestBound A: 616 B: 0

NorthBound A: 118 B: 5

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 = (118 + 461 + 616 + 133) / *1375 = 0.896 LOS = D

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

AM/PM: AM Comments: INT# 23

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	280	2839	413	263	1578	174	172	384	205	133	245	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	280	2839	413	263	1578	174	172	384	205	133	245	294
LANE	2	0	3	0	1	0	2	0	4	0	1	0	1	1	1	0	1	0	1	1	1	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: 396 B: 146

EastBound A: 217 B: 126

WestBound A: 192 B: 172

NorthBound A: 946 B: 154

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 = (946 + 145 + 172 + 217) / 1375 = 1.076 LOS = F

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FWY I/S No: 20447

AM/PM: AM Comments: INT# 24

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	590	2285	39	28	2178	97	29	37	27	113	58	817
AMBIENT												
RELATED												
PROJECT												
TOTAL	590	2285	39	28	2178	97	29	37	27	113	58	817
LANE	2	0	3	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: 758 B: 28

EastBound A: 58 B: 113

WestBound A: 64 B: 29

NorthBound A: 762 B: 325

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 = (325 + 758 + 64 + 113) / *1425 = 0.814 LOS =

-0.03 ATSAC

-0.01 TPS

0.774 LOS C

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: AM Comments: INT# 25

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	12	1206	96	347	838	28	42	11	735	203	64	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	1206	96	347	838	28	42	11	735	203	64	28
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	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: 866 B: 347

EastBound A: 255 B: 203

WestBound A: 661 B: 42

NorthBound A: 651 B: 12

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 = (651 + 347 + 661 + 203) / 1375 = 1.281 LOS = F

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

AM/PM: AM Comments: INT# 26

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	2979	1011	475	2021	0	1161	0	192	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2979	1011	475	2021	0	1161	0	192	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
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Px	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 674 B: 261

EastBound A: 0 B: 0

WestBound A: 0 B: 430

NorthBound A: 745 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 = (745 + 261 + 430 + 0) / 1425 = 0.939 LOS = E

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: AM Comments: INT# 27

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	3	0	2	879	5	137	12	295	1122	516	795	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	2	879	5	137	12	295	1122	516	795	5
LANE	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 444 B: 444

EastBound A: 408 B: 284

WestBound A: 679 B: 12

NorthBound A: 5 B: 3

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 = (5 + 444 + 679 + 284) / 1375 = 0.967 LOS = E

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: N PULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: AM Comments: INT# 28

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	181	2064	813	445	2704	28	290	153	410	308	478	242
AMBIENT												
RELATED												
PROJECT												
TOTAL	181	2064	813	445	2704	28	290	153	410	308	478	242
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	2	0	3	0	0	1	0	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: 663 B: 249

EastBound A: 199 B: 165

WestBound A: 289 B: 150

NorthBound A: 733 B: 181

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 = (733 + 245 + 289 + 165) / 1375 = 0.974 - 0.03 ATCS = 0.944 LOS = E

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

AM/PM: AM Comments: INT# 29

COUNT DATE: STUDY DATE: GROWTH FACTOR:

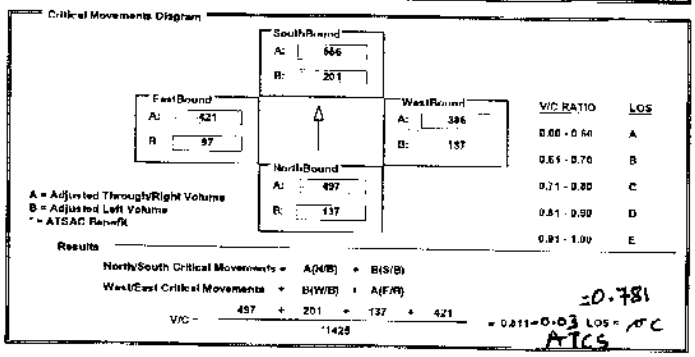
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	497	180	201	556	198	137	772	127	97	720	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	497	180	201	556	198	137	772	127	97	720	121

LANE: 1 0 1 0 0 1 0 | 1 0 1 0 0 1 0 | 1 0 2 0 0 1 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram



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 = (497 + 201 + 137 + 421) / 1425 = 0.811 = 0.81 + 0.03 LOS = D

=0.781

ATCS

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: AM Comments: INT# 30

COUNT DATE: STUDY DATE: GROWTH FACTOR:

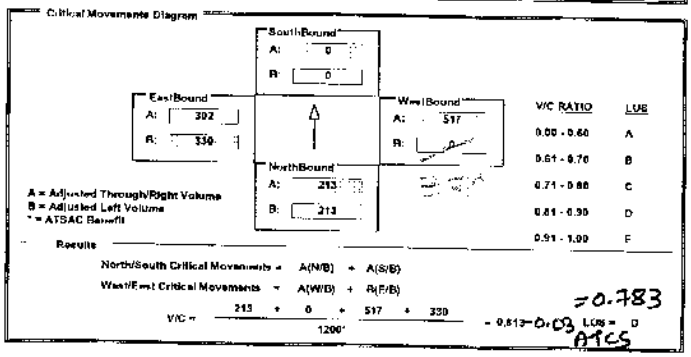
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	8	176	0	0	0	338	948	603	330	906	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	8	176	0	0	0	338	948	603	330	906	0

LANE: 1 0 0 1 0 0 0 | 0 0 0 0 0 0 0 | 0 0 1 0 1 1 0 | 1 0 3 0 0 0 0

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

Critical Movements Diagram



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 = (213 + 0 + 517 + 330) / 1200 = 0.813 = 0.81 + 0.03 LOS = D

=0.783

ATCS

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

AM/PM: AM Comments: INT# 31

COUNT DATE: STUDY DATE: GROWTH FACTOR:

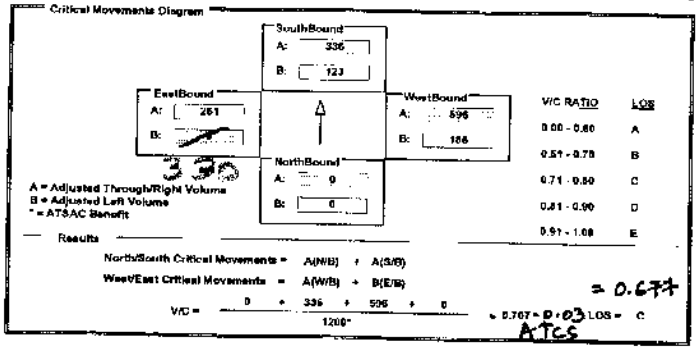
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	123	0	672	338	1191	0	330	784	231
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	123	0	672	338	1191	0	330	784	231

LANE: 0 0 0 0 0 0 0 | 1 0 0 1 0 1 0 | 2 0 2 0 0 0 0 | 0 0 3 0 0 1 0

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

Critical Movements Diagram



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 = (0 + 336 + 506 + 0) / 1200 = 0.767 = 0.67 + 0.03 LOS = C

=0.677

ATCS

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99162

AM/PM: AM Comments: INT# 32

COUNT DATE: STUDY DATE: GROWTH FACTOR:

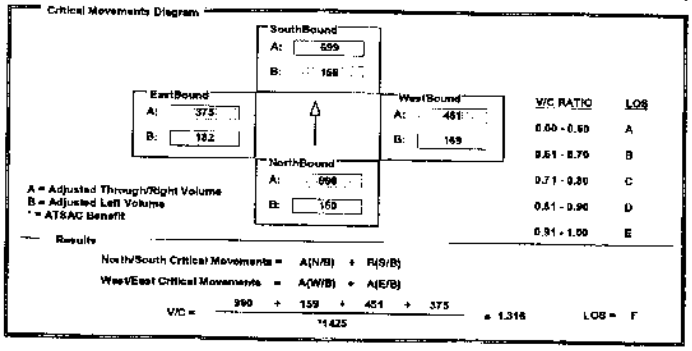
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	150	2622	347	159	2096	584	308	901	136	331	610	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	2622	347	159	2096	584	308	901	136	331	610	140

LANE: 1 0 2 0 1 0 0 | 1 0 3 0 0 1 0 | 2 0 2 0 0 1 0 | 2 0 1 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	OLA	Split	Auto	Split	Auto

Critical Movements Diagram



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)

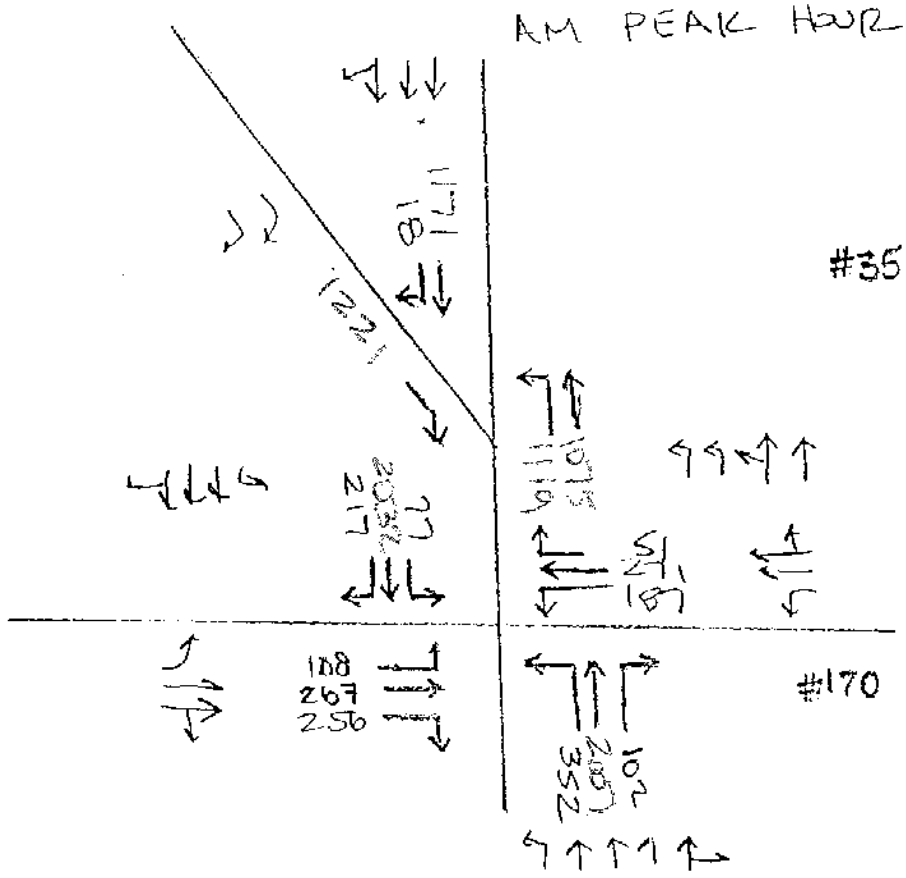
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (990 + 159 + 451 + 375) / 1425 = 1.316 LOS = F

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#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 W/PROJECT W/MITIGATION
AM PEAK HOUR



(1) 1221 / 2 = 611 OR 1119 / 3 = 373 OR (207 + 102)/4 = 527 OR (352)

(2) 611 OR 373 OR (2032+217)/3 = 750 OR 527

(3) (1171+18)/3 = (396) OR 750 OR 527 — 750 − 396 − 77 = (277)

(4) 373 OR (77) OR 750

(5) 373 OR (187+267+256)/2 = (449) OR (108 + 271+51)/2 = 269

CRITICAL VOLUMES = 352 + 277 + 396 + 77 + 449 = 1551

V/C = (1551 / 1375) − 0.07 ATSAC = 1.058 LOS F

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19918

AM/PM: AM Comments: INT# 33

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	58	2339	737	286	2379	339	1152	251	347	197	223	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2339	737	286	2379	339	1152	251	347	197	223	86
LANE	1 0 3	0 1 1 0		2 0 3	0 1 0		2 0 2	0 0 2	0	1 0 2	0 1 0	
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 615 B: 58

EastBound A: 105 B: 197

WestBound A: 126 B: 634

NorthBound A: 615 B: 58

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 = (615 + 197 + 634 + 103) / 1376 = 1.927 - 0.93 ATSAC

-0.009 TPS

0.988 LOS E

Developed by Chun Wong 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

AM/PM: AM Comments: INT# 34

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	560	974	34	368	864	320	64	1080	441	372	941	397
AMBIENT												
RELATED												
PROJECT												
TOTAL	560	974	34	368	864	320	64	1080	441	372	941	397
LANE	2 0 1	0 1 0		2 0 2	0 0 1		2 0 2	0 0 1	0	2 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: Auto	

Critical Movements Diagram

SouthBound A: 332 B: 202

EastBound A: 471 B: 205

WestBound A: 540 B: 35

NorthBound A: 354 B: 308

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 = (308 + 332 + 540 + 205) / 1375 = 1.007 LOS = F

Developed by Chun Wong 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

AM/PM: AM Comments: INT# 36

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	2864	88	0	2351	1376	0	0	0	1289	335	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2864	88	0	2351	1376	0	0	0	1289	335	12
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: 932 B: 0

EastBound A: 347 B: 477

WestBound A: 0 B: 0

NorthBound A: 984 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 = (984 + 0 + 0 + 477) / 1560 = 0.934 LOS = E

Developed by Chun Wong 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: RODEO RD | I/S No: 99160

AM/PM: AM | Comments: INT# 37

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	2718	148	192	2236	82	294	818	354	124	700	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	2718	148	192	2236	82	294	818	354	124	700	234
LANE	2	0	2	0	1	0	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	1	0	2	0	0	1	0
Phasing		Prot-Fix			Auto			Prot-Fix			Auto			Prot-Fix			Auto			Prot-Fix			Auto	
RTOR																								
SIGNAL																								

Critical Movements Diagram

SouthBound A: 773 B: 486

EastBound A: 350 B: 174

WestBound A: 408 B: 294

NorthBound A: 958 B: 274

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 = (958 + 486 + 294 + 350) / 1375 = 1.570 LOS = F

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N | W/E: SLAUSON AV | I/S No: 99192

AM/PM: AM | Comments: INT# 38

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	875	16	125	0	0	0	0	1985	171	574	1432	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	875	16	125	0	0	0	0	1985	171	574	1432	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0	0
Phasing		Perm			Auto			<none>			<none>			Prot-Fix			Auto			Prot-Fix			<none>	
RTOR																								
SIGNAL																								

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 477 B: 316

WestBound A: 496 B: 0

NorthBound A: 508 B: 508

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 = (508 + 0 + 496 + 316) / 1425 = 0.926 LOS = F

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S | W/E: SLAUSON AV | I/S No: 99194

AM/PM: AM | Comments: INT# 39

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	136	1	570	367	2492	0	0	1871	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	1	570	367	2492	0	0	1871	142
LANE	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	3	0	0	0	0	0	0	4	0	1	0	0
Phasing		<none>			<none>			Perm			Auto			Prot-Fix			<none>			Perm			Auto	
RTOR																								
SIGNAL																								

Critical Movements Diagram

SouthBound A: 314 B: 136

EastBound A: 403 B: 0

WestBound A: 831 B: 367

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	F

Results

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

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

V/C = (0 + 314 + 831 + 0) / 1425 = 0.804 LOS = D

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS | W/E: LA TIJERA BL | I/S No: 20030

AM/PM: AM | Comments: INT# 40

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	154	3	113	0	0	0	245	1318	341	379	1422	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3	113	0	0	0	245	1318	341	379	1422	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	0
Phasing		Perm			Auto			<none>			<none>			Perm			Auto			Prot-Fix			<none>	
RTOR																								
SIGNAL																								

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 474 B: 208

WestBound A: 553 B: [illegible]

NorthBound A: 113 B: 154

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 = (154 + 0 + 553 + 208) / 1200* = 0.893 LOS = B

Developed by Chun Wong, 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

AM/PM: AM Comments: INT# 41

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	225	0	361	245	1472	0	379	1198	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	225	0	361	245	1472	0	379	1198	172

LANE: 0 0 0 0 0 0 | 0 0 0 0 0 1 1 | 2 0 3 0 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: 293 B: 225

EastBound A: 467 B:

WestBound A: 401 B: 135

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 = (0 + 293 + 135 + 457) / 1200* = 0.668 LOS = B

Developed by Chun Wong 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

AM/PM: AM Comments: INT# 42

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	112	1753	17	25	2731	131	18	4	4	357	0	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	1753	17	25	2731	131	18	4	4	357	0	80

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 1 0 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: 954 B: 25

EastBound A: 179 B: 179

WestBound A: 26 B: 18

NorthBound A: 425 B: 62

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 = (62 + 954 + 26 + 179) / *1375 = 0.818 -0.03 LOS = C

=0.788

ATCS

Developed by Chun Wong 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

AM/PM: AM Comments: INT# 43

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	38	471	180	47	528	435	162	1136	33	179	1023	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	471	180	47	528	435	162	1136	33	179	1023	7

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: 345 B: 47

EastBound A: 512 B: 479

WestBound A: 568 B: 162

NorthBound A: 236 B: 38

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 = (38 + 345 + 568 + 179) / *1375 = 0.752 LOS = C

Developed by Chun Wong 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

AM/PM: AM Comments: INT# 44

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	64	2045	142	200	1969	127	222	307	128	123	307	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	2045	142	200	1969	127	222	307	128	123	307	77

LANE: 1 0 3 0 0 1 0 | 1 0 3 0 0 1 0 | 2 0 1 0 1 0 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 656 B: 200

EastBound A: 192 B: 125

WestBound A: 218 B: 122

NorthBound A: 582 B: 64

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 = (582 + 200 + 218 + 123) / *1375 = 0.819 LOS = D

Developed by Chun Wong 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

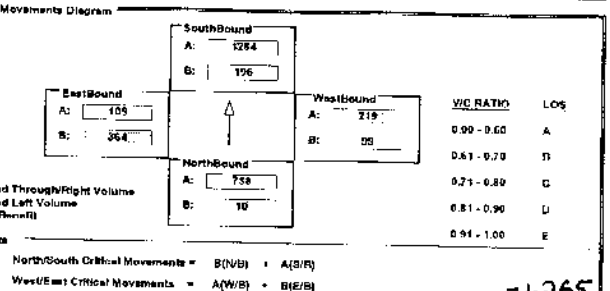
AM/PM: AM Comments: INT# 45

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	10	2894	59	196	3769	83	99	41	415	364	67	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	2894	59	196	3769	83	99	41	415	364	67	42
LANE	1 0 3 0 1 0			1 0 2 0 1 0			1 0 1 0 1 0			1 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

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 = (10 + 1284 + 219 + 364) / *1375 = 1.295 -0.03 LOS = F

=1.265

ATCS

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

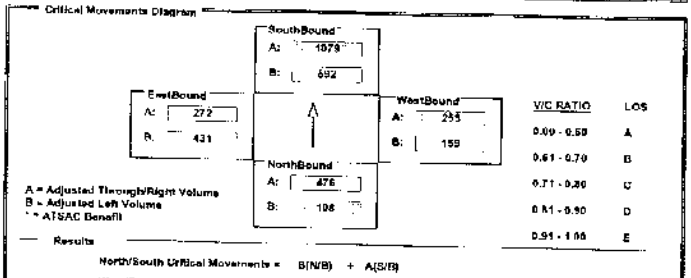
AM/PM: AM Comments: INT# 46

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	108	1741	162	592	2817	420	159	505	735	431	543	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1741	162	592	2817	420	159	505	735	431	543	153
LANE	1 0 3 0 1 0			1 0 2 0 1 0			1 0 2 0 1 0			1 0 2 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



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 = (108 + 1079 + 253 + 431) / *1375 = 1.291 -0.03 LOS = F

=1.261

ATCS

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

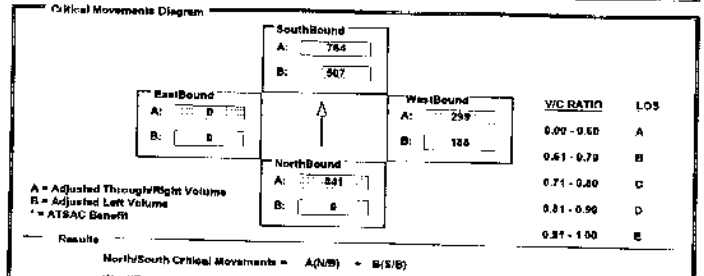
AM/PM: AM Comments: INT# 47

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	2273	251	921	2291	0	342	0	1004	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2273	251	921	2291	0	342	0	1004	0	0	0
LANE	0 0 2 0 1 0			0 2 0 3 0 0			2 0 1 0 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



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 = (841 + 507 + 299 + 0) / *1425 = 1.054 -0.03 LOS = F

-0.008 TPS

1.048

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

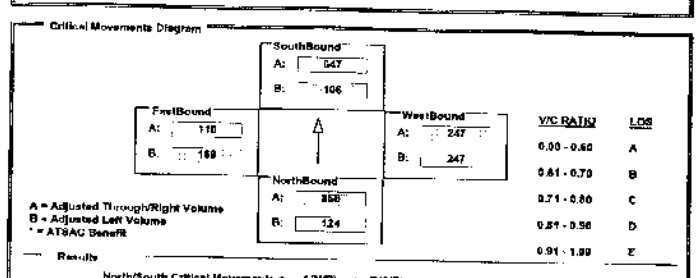
AM/PM: AM Comments: INT# 48

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	225	2598	270	193	2533	55	466	25	141	169	106	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	2598	270	193	2533	55	466	25	141	169	106	172
LANE	2 0 3 0 0 1 0			2 0 3 0 1 0 0			1 1 0 0 0 1 0			1 0 1 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



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 = (866 + 106 + 247 + 169) / *1375 = 0.939 LOS = E

-0.02 ATCS

-0.008 TPS

0.901

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

AM/PM: AM Comments: INT# 49

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	1994	323	270	1980	93	196	651	176	0	906	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	1994	323	270	1980	93	196	651	176	0	908	70
LANE	1 0 3 0 1 0			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: 691 B: 270

EastBound A: 458 B: 0

WestBound A: 414 B: 108

NorthBound A: 886 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 = (665 + 270 + 108 + 488) / 1375 = 1.043 LOS = F

-.003 ATCS

-0.012 TPS

1.001

Developed by Chun Wong 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

AM/PM: AM Comments: INT# 50

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	125	1855	34	107	1708	157	126	213	212	292	249	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	1855	34	107	1708	157	126	213	212	292	249	121
LANE	1 0 1 0 1 0			1 0 2 0 0 1			0 1 0 1 0 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: 854 B: 197

EastBound A: 185 B: 292

WestBound A: 213 B: 126

NorthBound A: 945 B: 125

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 = (945 + 197 + 213 + 292) / 1500 = 0.988 LOS = E

=0.938

=0.03

ATCS

Developed by Chun Wong 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

AM/PM: AM Comments: INT# 51

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	2188	0	0	1853	2160	0	1784	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2188	0	0	1853	2160	0	1784	0
LANE	0 0 0 0 0 0			0 0 4 0 0 0			0 0 4 0 3 0			0 0 4 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 547 B: 0

EastBound A: 446 B: 0

WestBound A: 463 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 = (0 + 547 + 463 + 0) / 1500 = 0.503 LOS = B

Developed by Chun Wong 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

AM/PM: AM Comments: INT# 52

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	3061	559	333	3337	0	663	0	70	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3061	559	333	3337	0	663	0	70	0	0	0
LANE	0 0 3 0 1 1			2 0 4 0 0 0			2 0 0 0 1 1			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: 834 B: 153

EastBound A: 0 B: 0

WestBound A: 0 B: 245

NorthBound A: 765 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 = (765 + 153 + 245 + 0) / 1425 = 0.767 LOS = C

-0.03 ATCS

0.027 TPS

0.730

Developed by Chun Wong 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

AM/PM: AM Comments: INT# 53

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	224	1685	159	258	1424	52	358	719	350	133	1114	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	1685	159	258	1424	52	358	719	350	133	1114	194
LANE	2	0	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	2	0	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: 738 B: 142
EastBound A: 371 B: 73
WestBound A: 360 B: 198
NorthBound A: 922 B: 175

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 = (922 + 142 + 198 + 371) / 1375 = 1.116 - 0.03 LOS = F

= 1.086

ATCS

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

AM/PM: AM Comments: INT# 54

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	711	1774	328	242	1728	179	244	616	138	275	1152	699
AMBIENT												
RELATED												
PROJECT												
TOTAL	711	1774	328	242	1728	179	244	616	138	275	1152	699
LANE	2	0	2	0	1	0	0	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
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: 635 B: 135
EastBound A: 576 B: 151
WestBound A: 396 B: 134
NorthBound A: 701 B: 591

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 = (591 + 635 + 134 + 576) / 1375 = 1.193 - 0.03 LOS = F

- 0.03 ATCS

- 0.012 TVS

1.151

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20960

AM/PM: AM Comments: INT# 55

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	76	825	81	107	328	20	64	136	132	24	133	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	825	81	107	328	20	64	136	132	24	133	25
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	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: 348 B: 107
EastBound A: 182 B: 24
WestBound A: 332 B: 64
NorthBound A: 453 B: 76

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 = (453 + 107 + 332 + 74) / 1500 = 0.541 - 0.03 LOS = A

= 0.511

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20360

AM/PM: AM Comments: INT# 56

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	683	172	176	577	40	110	33	245	33	32	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	683	172	176	577	40	110	33	245	33	32	8
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 309 B: 176
EastBound A: 20 B: 33
WestBound A: 157 B: 110
NorthBound A: 342 B: 18

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 = (342 + 176 + 157 + 33) / 1375 = 0.445 LOS = A

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: AM Comments: INT# 57

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	2116	109	385	2053	414	88	1066	383	142	773	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2116	109	385	2053	414	88	1066	383	142	773	84
LANE	1 0 3 0 1 0 0			2 0 3 0 1 0			1 0 2 0 1 0 0			2 0 2 0 1 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: 684 B: 212

EastBound A: 387 B: 78

WestBound A: 483 B: 88

NorthBound A: 586 B: 199

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 = (199 + 684 + 483 + 78) / *1375 = 0.950 - 0.03 ATCS = 0.920 LOS = E

Developed by Chun Wong 1254

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

AM/PM: AM Comments: INT# 58

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	2861	187	475	2283	105	88	87	186	127	187	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	2861	187	475	2283	105	88	87	186	127	187	53
LANE	1 0 4 0 0 1 0			2 0 3 0 1 0 0			1 0 1 0 1 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 567 B: 261

EastBound A: 240 B: 127

WestBound A: 87 B: 88

NorthBound A: 715 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 = B(W/B) + A(E/B)

V/C = (715 + 261 + 88 + 240) / 1425 = 0.991 LOS = E

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

AM/PM: AM Comments: INT# 59

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	773	663	234	770	0	261	0	18	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	773	663	234	770	0	261	0	18	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		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 536 B: 234

EastBound A: 0 B: 0

WestBound A: 0 B: 97

NorthBound A: 387 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 = (387 + 234 + 97 + 0) / *1425 = 0.454 LOS = A

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

AM/PM: AM Comments: INT# 60

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	138	1510	352	53	1880	773	268	376	245	465	370	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	1510	352	53	1880	773	268	376	245	465	370	12
LANE	1 0 2 0 1 0 0			1 0 2 0 1 1 0			2 0 2 0 1 0 0			2 0 1 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: 663 B: 53

EastBound A: 191 B: 266

WestBound A: 245 B: 147

NorthBound A: 621 B: 138

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 = (138 + 663 + 245 + 266) / *1375 = 0.877 LOS = D

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

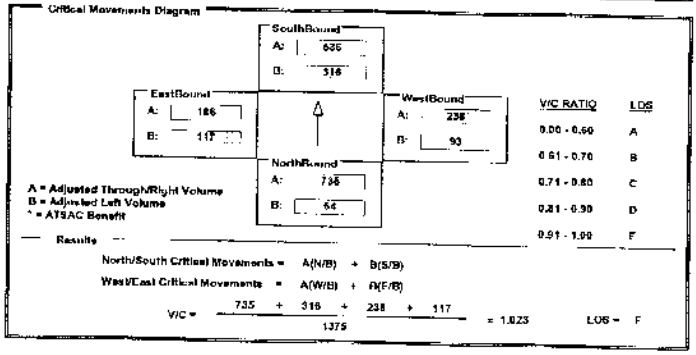
AM/PM: AM Comments: INT# 61

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	2941	634	575	1607	110	169	428	396	212	559	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	2941	634	575	1607	110	169	428	396	212	559	78
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: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (735 + 316 + 238 + 117) / 1375 = 1.023 LOS = F

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

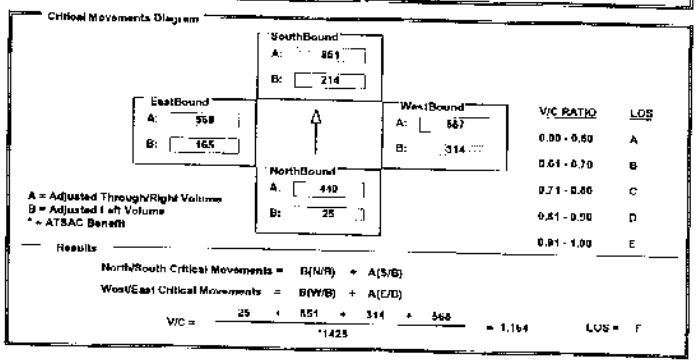
AM/PM: AM Comments: INT# 62

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	520	210	214	1281	420	314	1672	227	165	1703	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	520	210	214	1281	420	314	1672	227	165	1703	38
LANE	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (25 + 851 + 314 + 568) / 1425 = 1.164 LOS = F

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

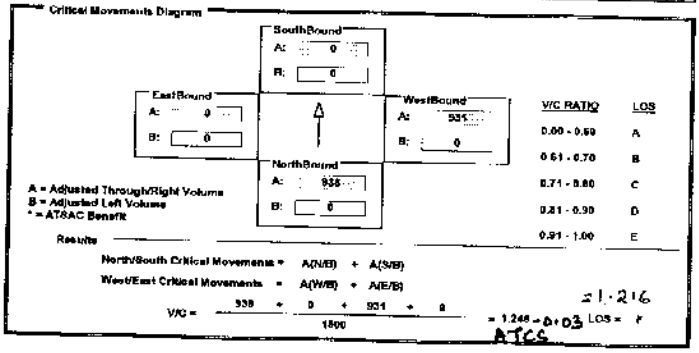
AM/PM: AM Comments: INT# 63

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	2814	0	0	0	0	0	0	2517	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2814	0	0	0	0	0	0	2517	0	0	0
LANE	0	0	3	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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (938 + 0 + 931 + 0) / 1800 = 1.036 - 0.03 LOS = F

21.216

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

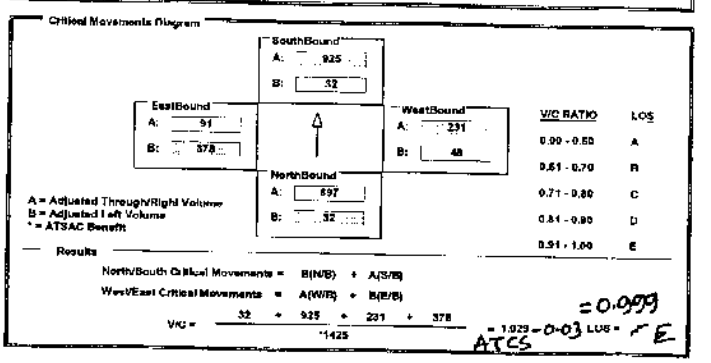
AM/PM: AM Comments: INT# 64

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	2674	17	32	2774	323	48	89	231	688	91	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	2674	17	32	2774	323	48	89	231	688	91	83
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	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



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 = (32 + 925 + 231 + 378) / 1425 = 1.029 - 0.03 LOS = E

= 0.099

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99208

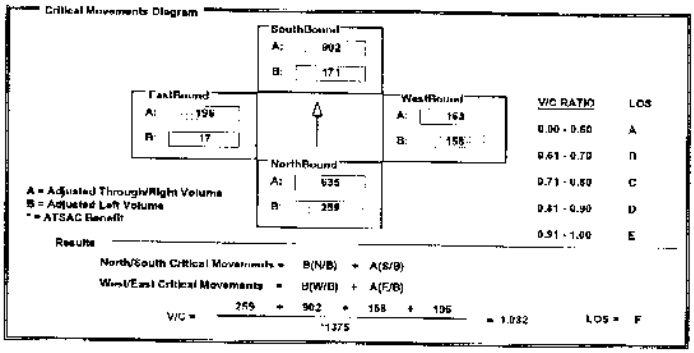
AM/PM: AM Comments: INT# 65

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	471	1807	99	310	1759	44	287	325	170	17	391	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	471	1807	99	310	1759	44	287	325	170	17	391	69
LANE	2	0	2	0	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: <none>				

Critical Movements Diagram



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 = (259 + 902 + 158 + 195) / 1375 = 1.032 LOS = F

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

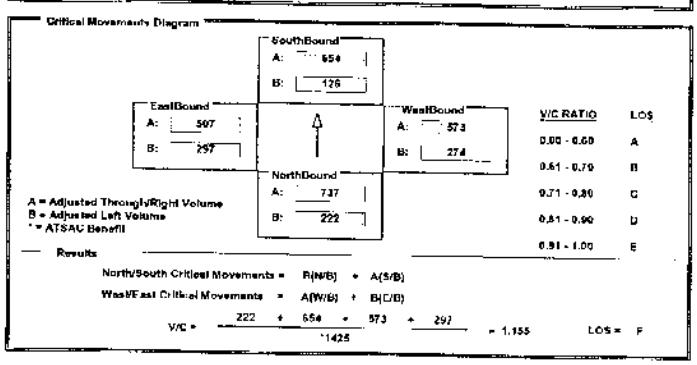
AM/PM: AM Comments: INT# 66

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	222	1474	254	126	1307	231	274	1720	196	297	1521	365
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	1474	254	126	1307	231	274	1720	196	297	1521	365
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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(C/B)

V/C = (222 + 650 + 573 + 297) / 1425 = 1.155 LOS = F

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

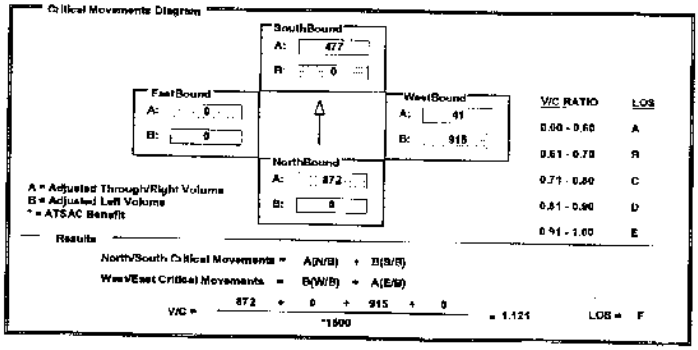
AM/PM: AM Comments: INT# 67

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	1743	1297	0	1412	20	1564	28	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1743	1297	0	1412	20	1564	28	13	0	0	0
LANE	1	0	2	0	0	2	0	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (872 + 0 + 915 + 0) / 1500 = 1.124 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

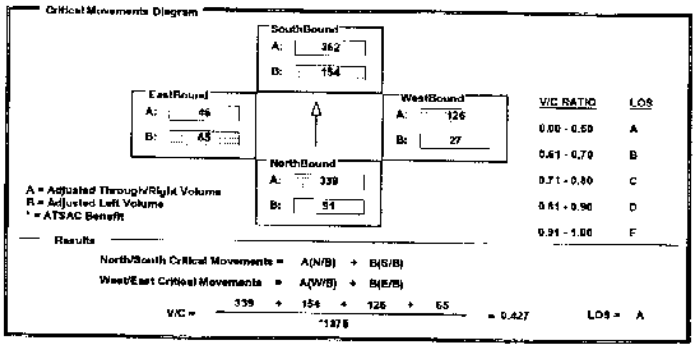
AM/PM: AM Comments: INT# 68

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	678	55	154	1087	202	27	126	108	119	46	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	678	55	154	1087	202	27	126	108	119	46	26
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (339 + 154 + 126 + 65) / 1375 = 0.427 LOS = A

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

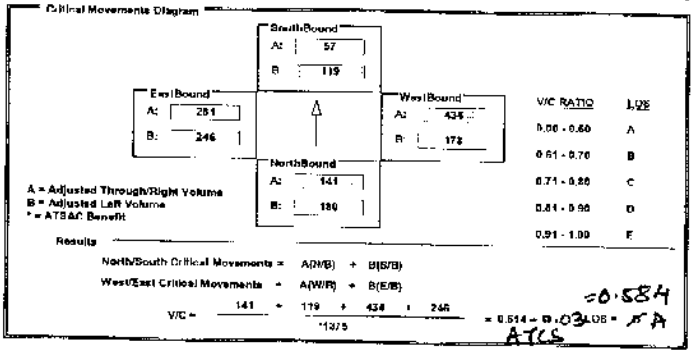
AM/PM: AM Comments: INT# 69

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	180	0	230	217	0	114	178	1303	61	246	1069	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	0	230	217	0	114	178	1303	61	246	1069	54
LANE	1	0	1	0	0	1	0	2	0	0	0	1	1	0	1	0	3	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (141 + 119 + 435 + 246) / *1375 = 0.514 + 0.03 LOS = A

=0.584

ATCS

Developed by Chun Wong 12/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

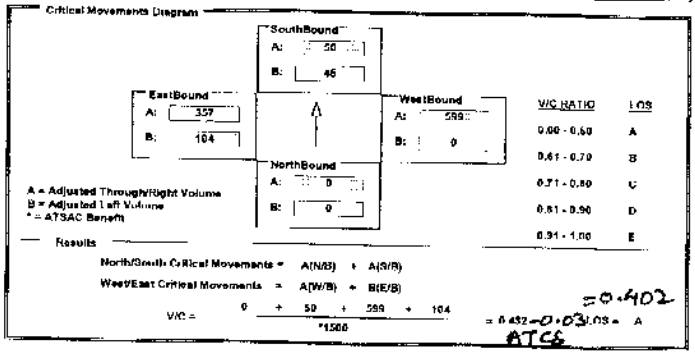
AM/PM: AM Comments: INT# 70

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	45	0	50	0	1810	186	104	1428	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	45	0	50	0	1810	186	104	1428	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	1	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 50 + 599 + 104) / *1500 = 0.432 - 0.03 LOS = A

=0.402

ATCS

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 93142

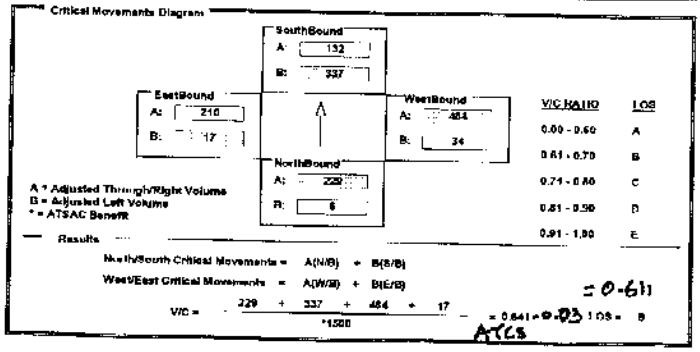
AM/PM: AM Comments: INT# 71

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	6	415	42	337	253	10	34	85	484	17	186	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	415	42	337	253	10	34	85	484	17	186	7
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	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



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 = (229 + 337 + 484 + 17) / *1500 = 0.641 - 0.03 LOS = B

=0.611

ATCS

Developed by Chun Wong 12/04

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99295

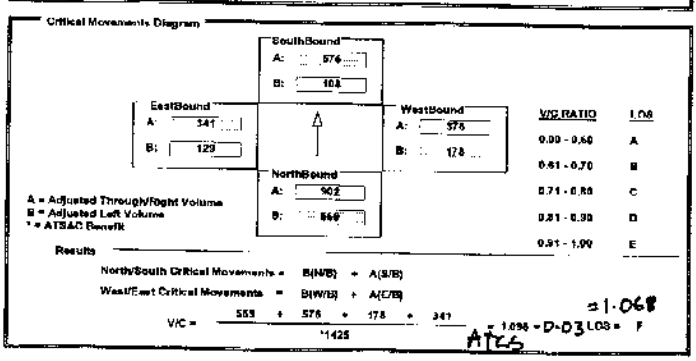
AM/PM: AM Comments: INT# 72

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	569	1585	218	108	1152	350	178	717	35	129	557	628
AMBIENT												
RELATED												
PROJECT												
TOTAL	569	1585	218	108	1152	350	178	717	35	129	557	628
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (553 + 576 + 178 + 341) / *1425 = 0.898 - 0.03 LOS = F

=1.068

ATCS

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: AM Comments: INT# 73

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	863	287	464	1460	0	0	0	0	40	0	285
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	863	287	464	1460	0	0	0	0	40	0	285
LANE	0	0	2	0	1	0	2	0	3	0	0	0	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: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 467 B: 255

EastBound A: 165 B: 40

WestBound A: 0 B: 0

NorthBound A: 383 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 = (383 + 255 + 0 + 165) / *1425 = 0.492 - 0.03 LOS = A

=0.462

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: AM Comments: INT# 74

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	759	0	0	1602	25	305	6	351	30	0	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	759	0	0	1602	25	305	6	351	30	0	41
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	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: 542 B: 0

EastBound A: 71 B: 30

WestBound A: 221 B: 221

NorthBound A: 255 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) + A(E/B)

V/C = (17 + 542 + 221 + 71) / *1425 = 0.527 - 0.03 LOS = A

=0.497

ATCS

Developed by Chan Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: AM Comments: INT# 75

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	130	0	8	0	1835	328	0	1674	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	8	0	1835	328	0	1674	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	0	0	4	0	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 69 B: 69

EastBound A: 416 B: 0

WestBound A: 721 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 = (0 + 69 + 721 + 0) / *1500 = 0.457 LOS = A

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: AM Comments: INT# 76

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	94	444	51	157	13	797	1020	55	75	1236	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	94	444	51	157	13	797	1020	55	75	1236	12
LANE	1	0	2	0	0	2	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 89 B: 51

EastBound A: 312 B: 76

WestBound A: 358 B: 438

NorthBound A: 47 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 = B(W/B) + A(E/B)

V/C = (37 + 96 + 438 + 312) / *1425 = 0.542 - 0.03 LOS = A

=0.512

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: AM Comments: INT# 77

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	43	728	92	54	860	78	147	842	77	139	870	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	728	92	54	860	78	147	842	77	139	870	93

LANE: 1 0 1 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 469 B: 54

EastBound A: 482 B: 139

WestBound A: 455 B: 147

NorthBound A: 419 B: 43

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 = (43 + 469 + 147 + 482) / 1500 = 0.691 → 0.661 + 0.03 LOS = B

ATCS

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

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	1647	11	637	1391	0	21	0	1031	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1647	11	637	1391	0	21	0	1031	0	0	0

LANE: 1 0 1 | 0 1 0 | 0 | 1 0 2 | 0 0 0 | 0 | 0 0 0 | 0 0 1 | 0 | 0 0 0 | 0 0 0 | 0

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

Critical Movements Diagram

SouthBound A: 656 B: 637

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 829 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 = +

V/C = (829 + 637 + +) / 1500 = 0.907 LOS = E

Developed by Chun Wong, 12/94

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: AM Comments: INT# 79

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	158	36	302	74	98	59	234	266	22	58	311	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	36	302	74	98	59	234	266	22	58	311	66

LANE: 1 0 1 | 0 1 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 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 75 B: 74

EastBound A: 189 B: 58

WestBound A: 144 B: 234

NorthBound A: 302 B: 158

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 = (302 + 74 + 234 + 189) / 1500 = 0.463 LOS = A

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: AM Comments: INT# 80

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	110	348	49	29	310	145	77	149	67	114	96	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	348	49	29	310	145	77	149	67	114	96	180

LANE: 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0 | 1 0 1 | 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 228 B: 29

EastBound A: 189 B: 114

WestBound A: 188 B: 77

NorthBound A: 348 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 = A(N/B) + B(S/B)

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

V/C = (348 + 29 + 77 + 189) / 1500 = 0.353 → 0.323 + 0.03 LOS = A

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: AM Comments: INT# 81

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	3523	155	151	3898	0	44	0	45	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3523	155	151	3898	0	44	0	45	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 975 B: 83

EastBound A: 0 B: 0

WestBound A: 0 B: 30

NorthBound A: 881 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 = (0 + 975 + 30 + 0) / 1425 = 0.695 LOS = B

-0.03 ATCS

-0.007 TPS

0.598 LOS A

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: AM Comments: INT# 82

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	713	321	54	40	848	141	71	1414	86	130	688	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	713	321	54	40	848	141	71	1414	86	130	688	0
LANE	2	1	0	0	1	0	0	1	0	2	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 424 B: 40

EastBound A: 229 B: 188

WestBound A: 500 B: 71

NorthBound A: 272 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 = A(N/B) + A(S/B)

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

V/C = (272 + 424 + 500 + 130) / 1425 = 0.861 -0.03 LOS = D

=0.831

ATCS

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: AM Comments: INT# 83

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	0	105	29	0	75	58	1564	146	83	1316	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	0	105	29	0	75	58	1564	146	83	1316	75
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	1	0	0	1	0	3	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: 75 B: 29

EastBound A: 548 B: 83

WestBound A: 577 B: 68

NorthBound A: 53 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 = B(N/B) + A(S/B)

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

V/C = (91 + 75 + 577 + 83) / 1500 = 0.481 -0.03 LOS = A

=0.451

ATCS

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: AM Comments: INT# 84

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	85	339	106	60	46	238	1638	58	17	960	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	85	339	106	60	46	238	1638	58	17	960	34
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 106 B: 106

EastBound A: 331 B: 17

WestBound A: 565 B: 131

NorthBound A: 85 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) + B(S/B)

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

V/C = (85 + 106 + 565 + 17) / 1425 = 0.472 -0.03 LOS = A

=0.442

ATCS

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: AM Comments: INT# 85

COUNT DATE: STUDY DATE: GROWTH FACTOR:

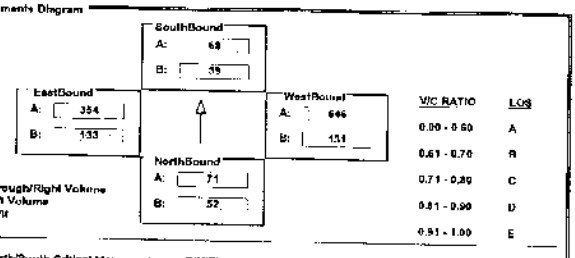
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	52	0	142	39	0	68	131	1731	207	133	1351	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	0	142	39	0	68	131	1731	207	133	1351	66

LANE: 1 0 0 0 1 1 0 | 1 0 0 0 1 0 0 | 1 0 2 0 1 0 0 | 1 0 3 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (52 + 68 + 646 + 133) / 1500 = 0.529 -0.03 LOS = A

ATCS = 0.499

Developed by Chun Wong, 1744

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99184

AM/PM: AM Comments: INT# 86

COUNT DATE: STUDY DATE: GROWTH FACTOR:

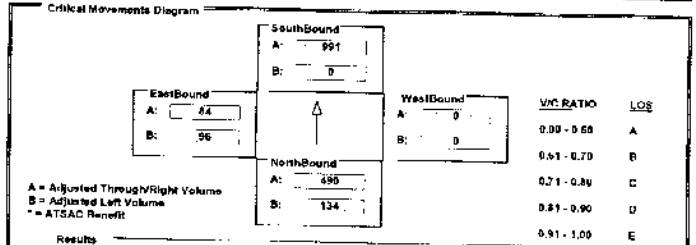
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	134	1959	0	0	2737	237	0	0	0	175	0	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	1959	0	0	2737	237	0	0	0	175	0	84

LANE: 1 0 4 0 0 0 | 0 0 2 0 1 0 0 | 0 0 0 0 0 0 | 2 0 0 0 1 0

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

Critical Movements Diagram



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 = (134 + 991 + 0 + 96) / 1500 = 0.744 LOS = C

Developed by Chun Wong, 1744

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

AM/PM: AM Comments: INT# 87

COUNT DATE: STUDY DATE: GROWTH FACTOR:

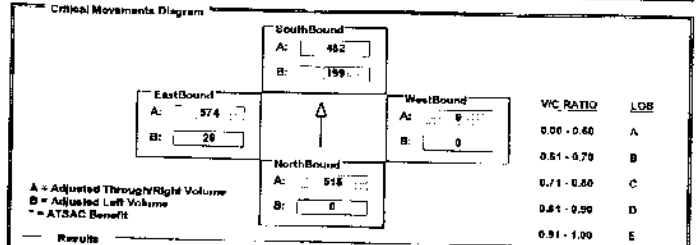
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	563	983	361	963	0	0	0	0	26	1124	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	983	361	963	0	0	0	0	26	1124	24

LANE: 0 0 1 0 1 1 0 | 2 0 2 0 0 0 0 | 0 0 0 0 0 0 0 | 1 0 1 0 1 0 0

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

Critical Movements Diagram



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 = (515 + 199 + 0 + 574) / 1425 = 0.854 -0.03 LOS = D

ATCS = 0.804

Developed by Chun Wong, 1744

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20450

AM/PM: AM Comments: INT# 88

COUNT DATE: STUDY DATE: GROWTH FACTOR:

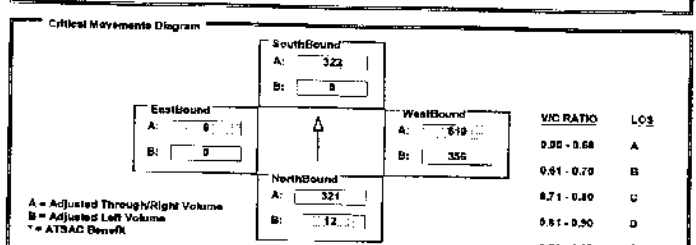
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	570	0	0	966	109	356	1219	325	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	570	0	0	966	109	356	1219	325	0	0	0

LANE: 0 1 1 0 0 0 | 0 0 3 0 0 1 0 | 1 1 1 0 0 1 0 | 0 0 0 0 0 0

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

Critical Movements Diagram



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 = (12 + 322 + 610 + 0) / 1425 = 0.692 -0.03 LOS = A

ATCS = 0.562

Developed by Chun Wong, 1744

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

AM/PM: AM Comments: INT# 89

COUNT DATE: STUDY DATE: GROWTH FACTOR:

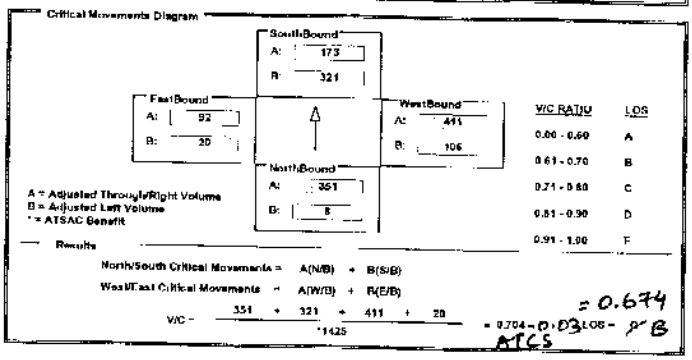
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	343	178	321	154	19	106	54	572	20	64	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	343	178	321	154	19	106	54	572	20	64	8

LANE: 0 1 0 0 0 1 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0

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

Critical Movements Diagram



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 = (351 + 321 + 411 + 20) / *1425 = 0.674 = 0.704 - 0.03 LOS = B

ATCS

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 82000

AM/PM: AM Comments: INT# 90

COUNT DATE: STUDY DATE: GROWTH FACTOR:

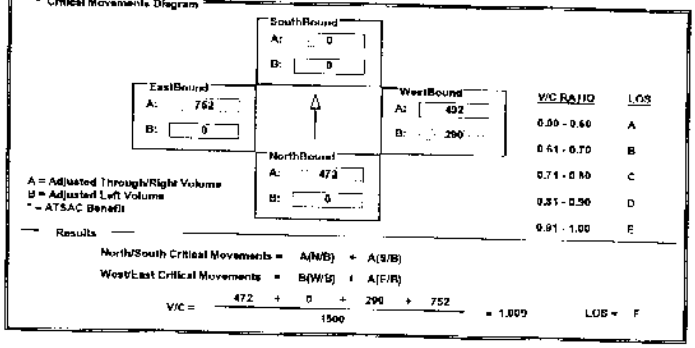
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	472	0	0	0	290	984	0	0	1504	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	472	0	0	0	290	984	0	0	1504	185

LANE: 0 0 0 0 0 1 0 0 0 0 0 0 1 0 2 0 0 0 0 0 2 0 0 1 0

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

Critical Movements Diagram



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 = (472 + 0 + 290 + 752) / 1500 = 1.009 LOS = F

Developed by Chun Wong 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: AM Comments: INT# 91

COUNT DATE: STUDY DATE: GROWTH FACTOR:

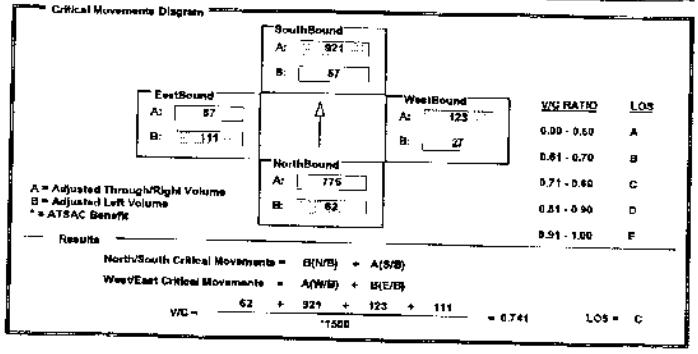
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	62	2329	33	57	2762	171	27	103	116	111	71	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	2329	33	57	2762	171	27	103	116	111	71	87

LANE: 1 0 3 0 0 1 0 1 0 3 0 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (62 + 921 + 123 + 111) / *1500 = 0.741 LOS = C

Developed by Chun Wong 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: AM Comments: INT# 92

COUNT DATE: STUDY DATE: GROWTH FACTOR:

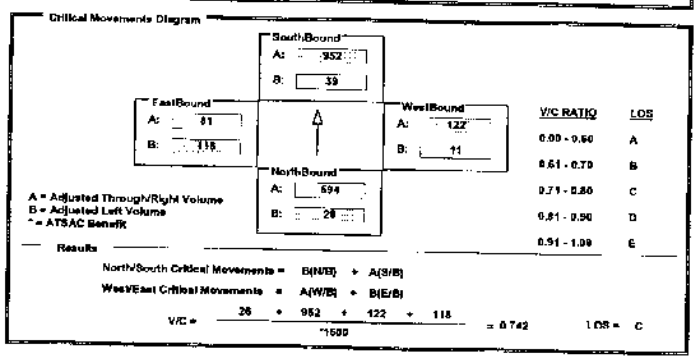
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	2368	8	39	2815	42	11	54	68	118	81	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	2368	8	39	2815	42	11	54	68	118	81	61

LANE: 1 0 3 0 1 0 0 1 0 2 0 1 0 0 1 0 0 0 1 0 0 1 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (26 + 952 + 122 + 118) / *1500 = 0.742 LOS = C

Developed by Chun Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20760

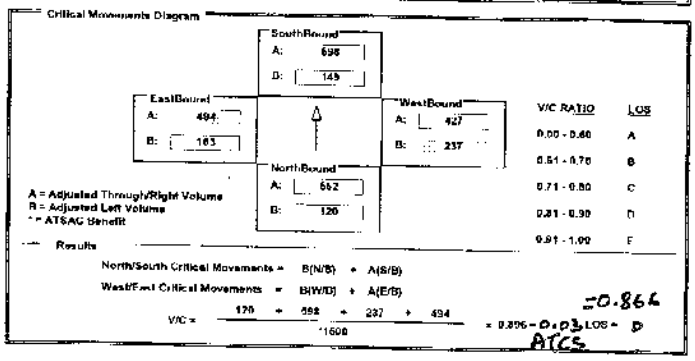
AM/PM: AM Comments: INT# 93

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	120	347	85	149	412	37	237	1088	194	183	1426	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	347	85	149	412	37	237	1088	194	183	1426	56
LANE	0	0	0	1	0	0	0	0	1	0	0	1	0	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



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 = (120 + 662 + 237 + 494) / 1600 = 0.896 - 0.03 LOS = D

=0.866

ATCS

Developed by Chun Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/MA MARINA W/E: WASHINGTON BL I/S No: 92001

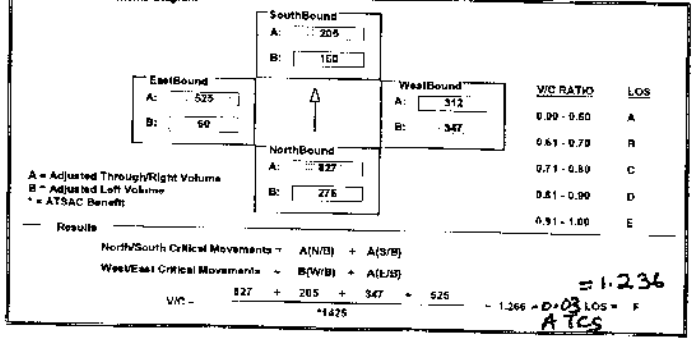
AM/PM: AM Comments: INT# 94

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	502	411	827	160	169	38	347	551	73	60	733	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	502	411	827	160	169	38	347	551	73	60	733	317
LANE	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (827 + 205 + 347 + 525) / 1425 = 1.266 - 0.03 LOS = F

=1.236

ATCS

Developed by Chun Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

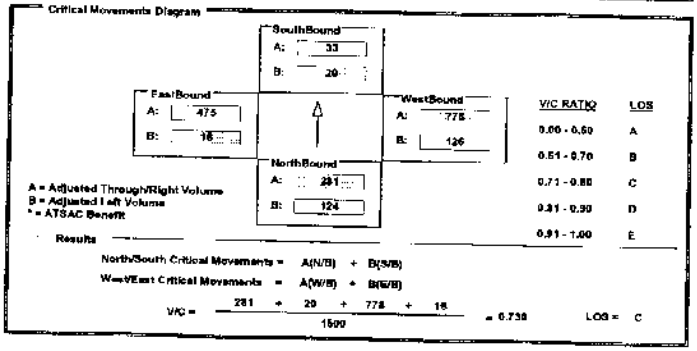
AM/PM: AM Comments: INT# 95

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	1	560	20	3	10	229	2301	32	16	1424	348
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	1	560	20	3	10	229	2301	32	16	1424	348
LANE	2	0	0	1	1	0	0	0	1	0	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (281 + 20 + 775 + 16) / 1600 = 0.738 LOS = C

Developed by Chun Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

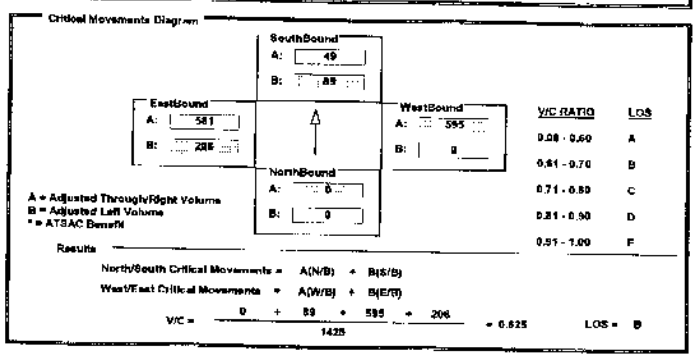
AM/PM: AM Comments: INT# 96

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	161	0	152	0	1189	539	206	1161	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	161	0	152	0	1189	539	206	1161	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Pro-Fix	RTOR: <none>				

Critical Movements Diagram



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	F

Results

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

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

V/C = (0 + 89 + 595 + 206) / 1425 = 0.625 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

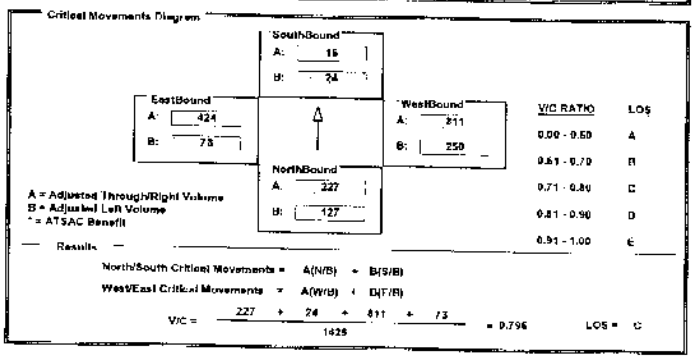
AM/PM: AM Comments: INT# 97

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	127	17	436	24	7	25	455	2316	117	133	1272	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	17	436	24	7	25	455	2316	117	133	1272	110
LANE	1	0	0	0	1	1	0	1	0	0	0	1	1	0	2	0	2	0	1	0	0	2	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (227 + 24 + 811 + 73) / 1425 = 0.796 LOS = C

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

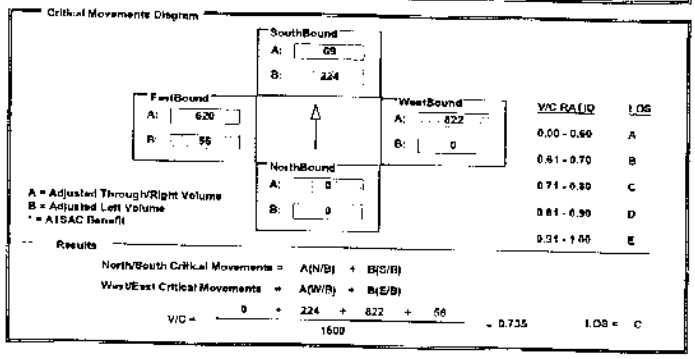
AM/PM: AM Comments: INT# 98

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	408	0	69	0	1644	543	56	1240	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	408	0	69	0	1644	543	56	1240	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 224 + 822 + 56) / 1600 = 0.735 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

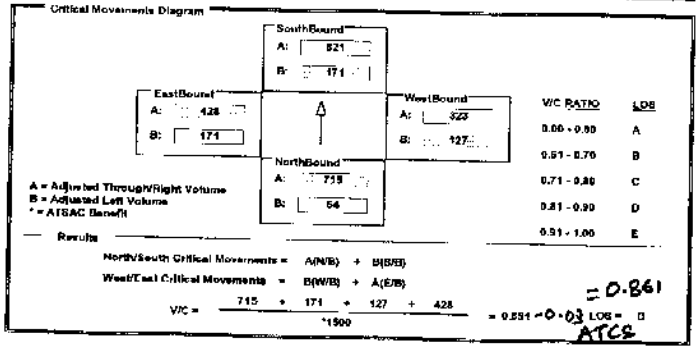
AM/PM: AM Comments: INT# 99

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	64	1430	114	171	1842	327	230	845	264	310	801	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1430	114	171	1842	327	230	845	264	310	801	54
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	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (715 + 171 + 127 + 428) / *1500 = 0.551 → 0.861 = 0.03 LOS = D

ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

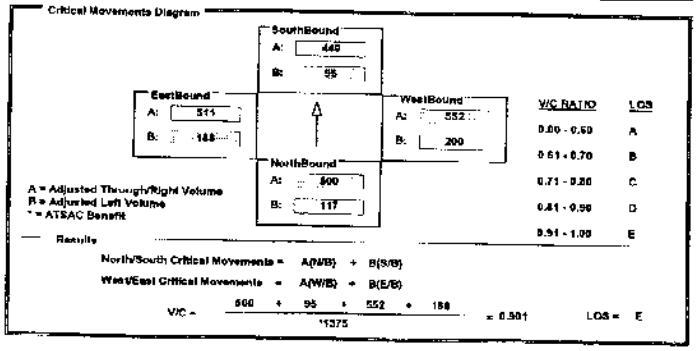
AM/PM: AM Comments: INT# 100

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	212	777	223	173	880	137	200	1104	248	188	1022	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	777	223	173	880	137	200	1104	248	188	1022	180
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	2	0	0	1	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: Auto	

Critical Movements Diagram



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 = (500 + 95 + 552 + 188) / *1375 = 0.901 LOS = E

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

AM/PM: AM Comments: INT# 101

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	775	27	308	1036	247	211	798	163	212	1099	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	775	27	308	1036	247	211	798	163	212	1099	75
LANE	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	2	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: 518 B: 458

EastBound A: 556 B: 117

WestBound A: 340 B: 211

NorthBound A: 388 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 = A(N/B) + B(S/B)

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

V/C = (388 + 308 + 211 + 556) / 1375 = 0.990 LOS = E

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

AM/PM: AM Comments: INT# 102

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	102	535	405	320	1049	146	68	923	70	42	1026	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	535	405	320	1049	146	68	923	70	42	1026	53
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	2	0	1	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: 526 B: 320

EastBound A: 380 B: 42

WestBound A: 497 B: 68

NorthBound A: 371 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 = A(W/B) + B(E/B)

V/C = (371 + 320 + 497 + 42) / 1375 = 0.826 LOS = D

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENDE AV W/E: WASHINGTON BL I/S No: 93000

AM/PM: AM Comments: INT# 103

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	36	249	82	42	31	368	945	114	24	1130	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	36	249	82	42	31	368	945	114	24	1130	150
LANE	1	1	0	0	0	1	0	1	1	0	0	0	1	0	1	0	2	0	0	1	0	1	0	2	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: 62 B: 62

EastBound A: 566 B: 24

WestBound A: 473 B: 368

NorthBound A: 76 B: 76

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 = (76 + 62 + 368 + 566) / 1375 = 0.709 = 0.03 LOS = C

= 0.679 A(ES

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

AM/PM: AM Comments: INT# 104

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	265	0	852	0	0	0	485	595	0	0	705	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	265	0	852	0	0	0	485	595	0	0	705	40
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 372 B: 0

WestBound A: 258 B: 287

NorthBound A: 719 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 = A(N/B) + A(S/B)

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

V/C = (719 + 0 + 287 + 372) / 1428 = 0.884 LOS = D

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

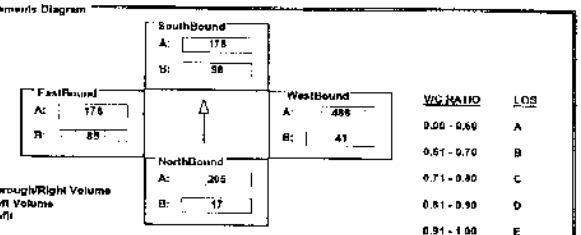
AM/PM: AM Comments: INT# 105

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RI	LT	TH	RT	LT	TH	RT	LT	TH	RI
EXISTING	30	409	250	179	349	6	74	608	515	85	378	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	409	250	179	349	6	74	608	515	85	378	146
LANE	2	0	2	0	0	1	0	2	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (265 + 58 + 466 + 85) / 1375 = 0.551 LOS = A

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

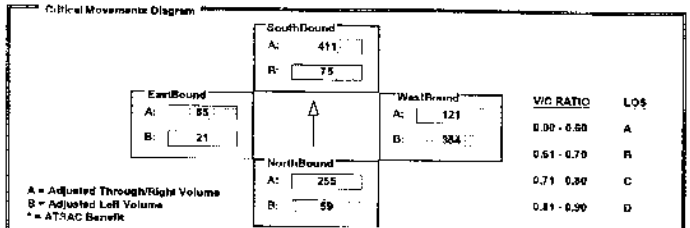
AM/PM: AM Comments: INT# 106

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RI	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	765	403	75	1163	69	644	80	41	21	63	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	765	403	75	1163	69	644	80	41	21	63	115
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (59 + 411 + 384 + 85) / 1375 = 0.591 LOS = A

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

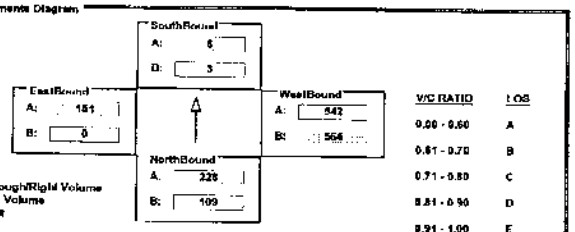
AM/PM: AM Comments: INT# 107

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	211	7	1441	3	3	5	1525	1083	14	0	454	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	7	1441	3	3	5	1525	1083	14	0	454	422
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram



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 = (328 + 6 + 564 + 151) / 1375 = 0.692 LOS = B

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

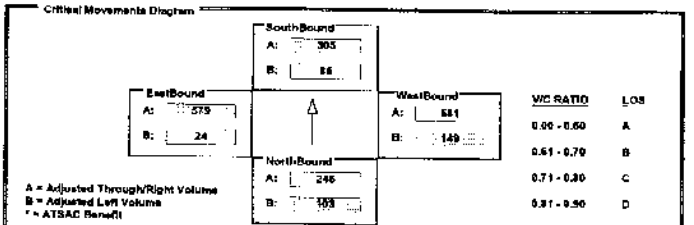
AM/PM: AM Comments: INT# 108

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	103	56	87	85	179	41	149	1151	16	24	1158	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	56	87	85	179	41	149	1151	16	24	1158	135
LANE	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (103 + 305 + 149 + 579) / 1500 = 0.657 = 0.657-0-03 LOS = B

ATCS

Developed by Chun Wong 1994

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99308

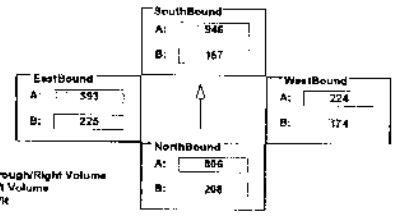
AM/PM: AM Comments: INT# 109

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	1612	186	157	1691	200	174	305	142	225	687	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1612	186	157	1691	200	174	305	142	225	687	99
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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (208 + 946 + 174 + 353) / 1376 = 1.252 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

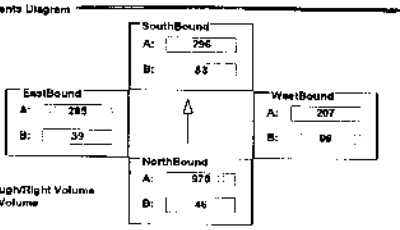
AM/PM: AM Comments: INT# 110

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
1 XISTING	46	832	138	83	296	23	99	207	188	39	285	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	832	138	83	296	23	99	207	188	39	285	37
LANE	1 0 0	0	1 0 0	1 0 1	0	1 0 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



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 = (970 + 83 + 99 + 285) / 1600 = 0.968 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

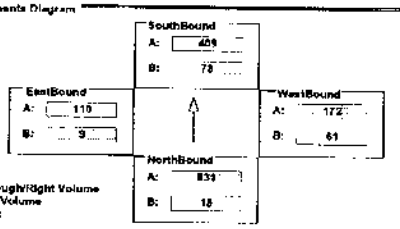
AM/PM: AM Comments: INT# 111

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	1476	165	78	802	16	61	88	84	0	101	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1476	165	78	802	16	61	88	84	0	101	16
LANE	1 0 1	0	1 0 0	1 0 1	0	1 0 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



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 = (831 + 78 + 172 + 9) / 1500 = 0.727 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALTWAY I/S No: 99178

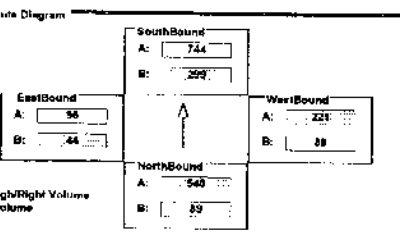
AM/PM: AM Comments: INT# 112

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	89	929	150	544	1484	23	88	116	325	44	79	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	929	150	544	1484	23	88	116	325	44	79	25
LANE	1 0 1	0	1 0 0	2 0 1	0	1 0 0	1 0 0	0	1 1 0	0 1 0	0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (540 + 299 + 221 + 44) / 1425 = 0.775 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

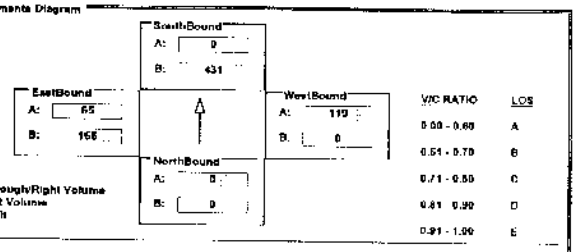
AM/PM: AM Comments: INT# 113

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	784	0	209	0	119	604	165	129	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	784	0	209	0	119	604	165	129	0
LANE	0	0	0	2	0	0	0	1	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

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)

$$V/C = \frac{0 + 431 + 119 + 165}{1500} = 0.477 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

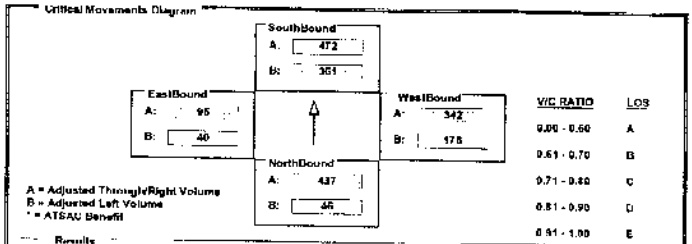
AM/PM: AM Comments: INT# 114

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	663	211	657	922	21	207	148	523	40	43	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	663	211	657	922	21	207	148	523	40	43	52
LANE	1	0	1	0	1	0	2	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

$$V/C = \frac{437 + 351 + 342 + 95}{1375} = 0.838 \qquad LOS = D$$

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INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

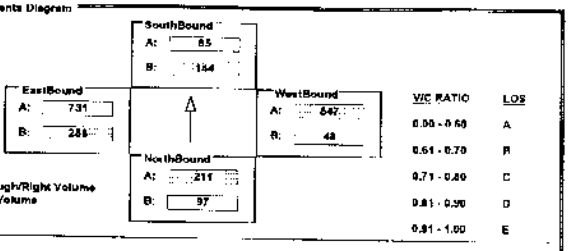
AM/PM: AM Comments: INT# 115

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	97	117	208	261	85	69	48	1001	92	288	1433	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	117	208	261	85	69	48	1001	92	288	1433	28
LANE	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	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



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)

$$V/C = \frac{211 + 144 + 547 + 288}{1500} = 0.793 \qquad LOS = C$$

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99185

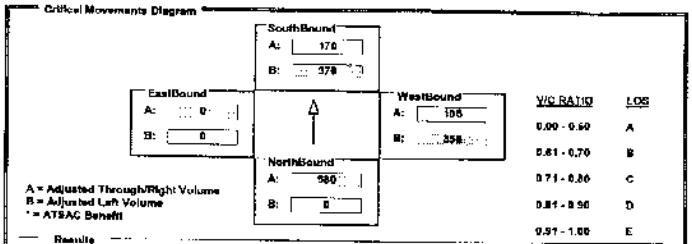
AM/PM: AM Comments: INT# 116

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	1160	1396	370	509	0	650	0	528	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1160	1396	370	509	0	650	0	528	0	0	0
LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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)

$$V/C = \frac{580 + 379 + 358 + 0}{1425} = 0.918 \qquad LOS = E$$

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

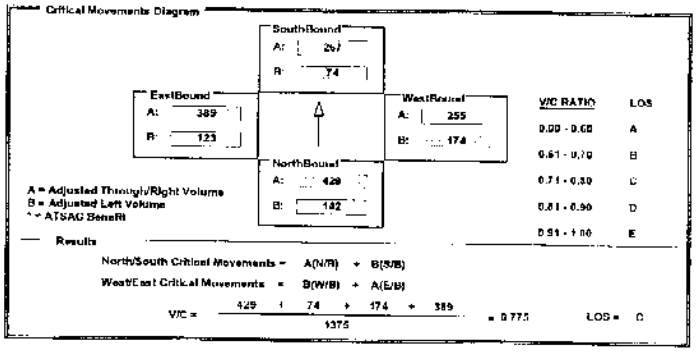
AM/PM: AM Comments: INT# 117

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	142	541	316	74	475	59	174	334	176	123	696	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	541	316	74	475	59	174	334	176	123	696	82
LANE	1	0	1	0	1	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: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (429 + 74 + 174 + 389) / 1375 = 0.775 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NELSON WAY W/E: PICO BL I/S No: 99316

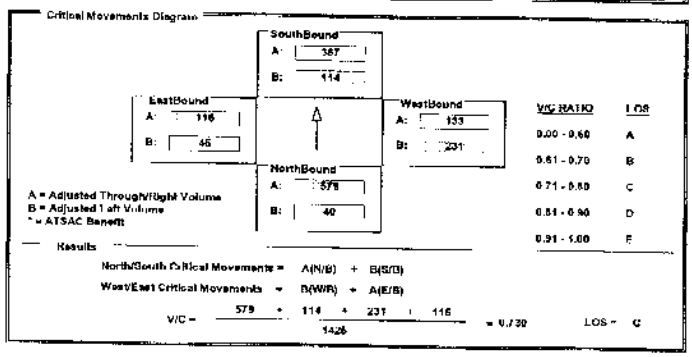
AM/PM: AM Comments: INT# 118

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	1158	456	207	705	28	231	116	247	46	196	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	1158	456	207	705	28	231	116	247	46	196	35
LANE	1	0	2	0	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (579 + 114 + 231 + 116) / 1425 = 0.730 LOS = C

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

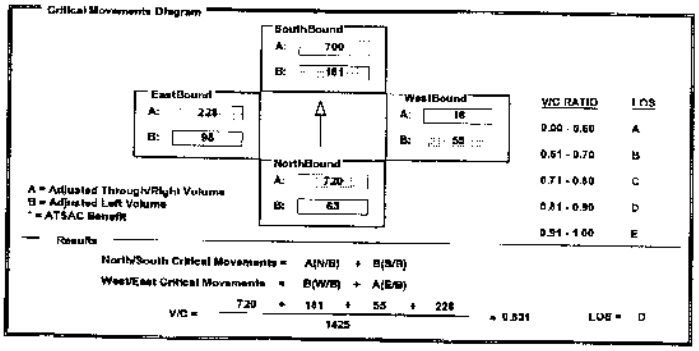
AM/PM: AM Comments: INT# 119

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	63	2731	147	181	2758	43	55	16	63	98	110	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	2731	147	181	2758	43	55	16	63	98	110	118
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (729 + 181 + 55 + 228) / 1425 = 0.831 LOS = D

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July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

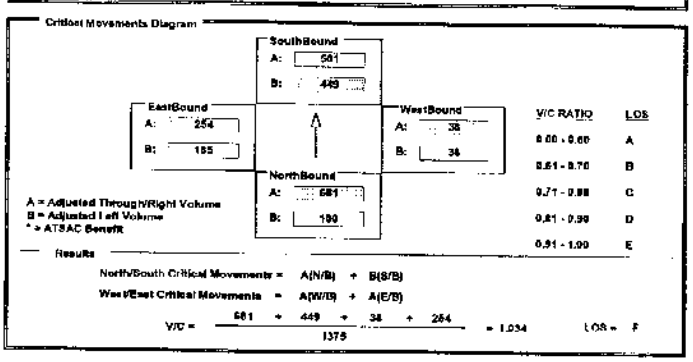
AM/PM: AM Comments: INT# 120

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	2725	261	449	1716	288	42	73	67	185	345	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	2725	261	449	1716	288	42	73	67	185	345	152
LANE	1	0	4	0	1	0	1	0	3	0	1	0	0	1	1	1	0	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (581 + 449 + 38 + 254) / 1375 = 1.034 LOS = F

Developed by Chun Wong, 12/94

20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

AM/PM: AM Comments: INT# 121

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	52	3206	51	186	1472	70	85	192	202	140	325	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	3206	51	186	1472	70	85	192	202	140	325	53
LANE	1 0 2 0	1 0 2 0	1 0 1 0	2 0 3 0	0 1 0 1	0 1 0 1	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0	1 0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 491 B: 102

EastBound A: 189 B: 148

WestBound A: 192 B: 85

NorthBound A: 1088 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 = A(W/B) + B(E/B)

V/C = (1088 + 192 + 192 + 148) / 1375 = 1.104 LOS = F

Developed by Chen Wang, 1998

20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

AM/PM: AM Comments: INT# 122

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	156	3144	126	103	1351	120	148	557	336	186	590	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	3144	126	103	1351	120	148	557	336	186	590	107
LANE	1 0 2 0	1 0 2 0	1 0 1 0	2 0 2 0	1 0 1 0	1 0 1 0	1 0 2 0	1 0 2 0	1 0 1 0	1 0 2 0	1 0 2 0	1 0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 490 B: 67

EastBound A: 295 B: 186

WestBound A: 308 B: 148

NorthBound A: 1090 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) + B(S/B)

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

V/C = (1090 + 57 + 308 + 186) / 1375 = 1.193 LOS = F

Developed by Chen Wang, 1998

20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

AM/PM: AM Comments: INT# 123

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	129	1249	0	0	1444	145	0	0	0	209	0	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1249	0	0	1444	145	0	0	0	209	0	206
LANE	1 0 2 0	0 0 0 0	0 0 1 0	1 1 0 0	0 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	1 0 0 0	0 1 0 0	1 0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 795 B: 0

EastBound A: 206 B: 209

WestBound A: 0 B: 0

NorthBound A: 625 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 = B(N/B) + A(S/B)

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

V/C = (129 + 795 + 0 + 209) / 1500 = 0.655 = 0.655 LOS = B

ATCS

Developed by Chen Wang, 1998

20AMM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

AM/PM: AM Comments: INT# 124

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	146	1534	193	182	1803	143	312	642	132	276	567	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1534	193	182	1803	143	312	642	132	276	567	107
LANE	1 0 1 0	1 0 0 0	1 0 1 0	1 0 1 0	1 0 1 0	0 0	2 0 1 0	1 0 1 0	0 0	1 0 2 0	0 1 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: 673 B: 182

EastBound A: 264 B: 276

WestBound A: 387 B: 172

NorthBound A: 864 B: 146

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 = (864 + 182 + 387 + 276) / 1375 = 1.245 LOS = F

Developed by Chen Wang, 1998

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

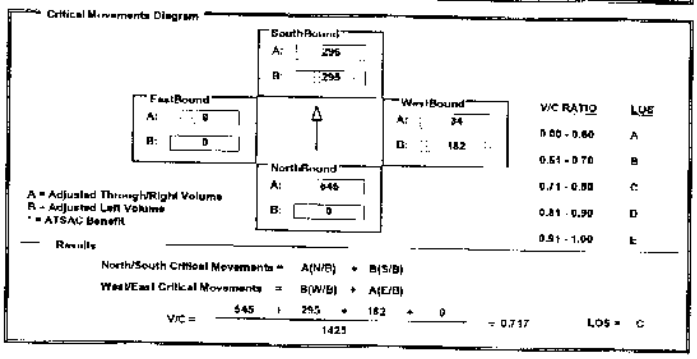
AM/PM: AM Comments: INT# 125

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	676	636	295	592	0	326	0	220	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	676	636	295	592	0	326	0	220	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	1	0	0	0	1	1	1	0	0	0	1	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: Auto				

Critical Movements Diagram



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 = (545 + 295 + 182 + 0) / 1425 = 0.717 LOS = C

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

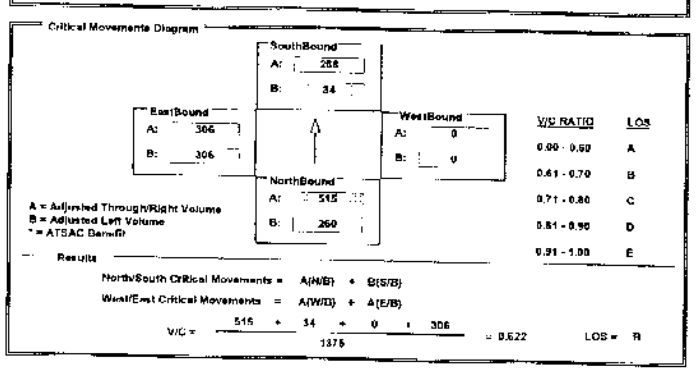
AM/PM: AM Comments: INT# 126

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	472	1022	7	34	575	252	0	0	9	410	42	467
AMBIENT												
RELATED												
PROJECT												
TOTAL	472	1022	7	34	575	252	0	0	9	410	42	467
LANE	2	0	1	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	0	1	0	1	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (516 + 34 + 0 + 306) / 1375 = 0.622 LOS = B

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

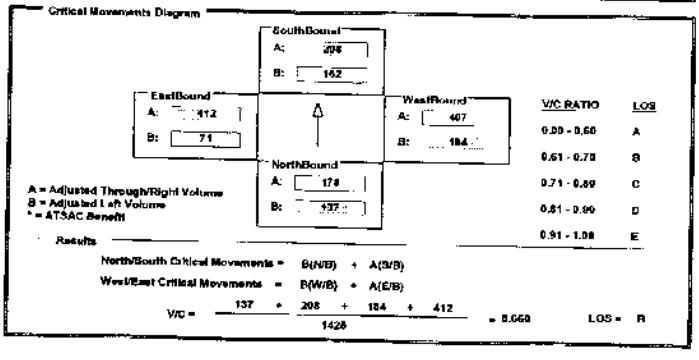
AM/PM: AM Comments: INT# 127

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	137	214	142	162	357	58	184	633	181	71	672	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	214	142	162	357	58	184	633	181	71	672	151
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (137 + 208 + 184 + 412) / 1428 = 0.660 LOS = B

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

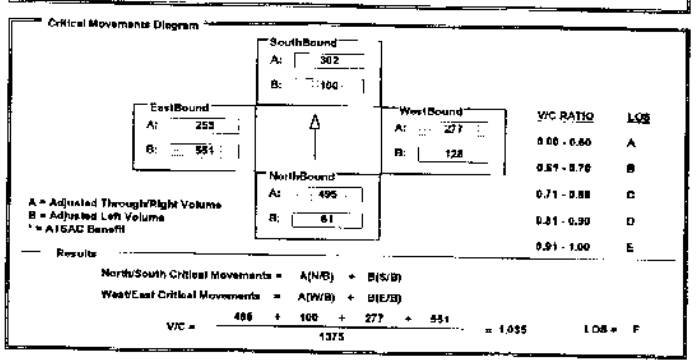
AM/PM: AM Comments: INT# 128

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	61	881	109	100	305	298	128	326	228	551	483	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	881	109	100	305	298	128	326	228	551	483	23
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	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



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 = (495 + 100 + 277 + 551) / 1375 = 1.035 LOS = F

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

AM/PM: AM Comments: INT# 129

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	499	0	0	224	42	69	16	210	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	499	0	0	224	42	69	16	210	0	0	0
LANE	1	0	1	0	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 224 B: 0

EastBound A: 0 B: 0

WestBound A: 210 B: 69

NorthBound A: 499 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 = A(W/B) + A(E/B)

V/C = (499 + 0 + 210 + 0) / 1500 = 0.473 LOS = A

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

AM/PM: AM Comments: INT# 130

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	474	183	93	223	0	0	0	0	101	14	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	474	183	93	223	0	0	0	0	101	14	32
LANE	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 223 B: 93

EastBound A: 118 D: 101

WestBound A: 0 B: 0

NorthBound A: 474 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 = (474 + 93 + 0 + 118) / 1500 = 0.455 LOS = A

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

AM/PM: AM Comments: INT# 131

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	478	258	142	536	120	264	677	41	18	927	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	478	258	142	536	120	264	677	41	18	927	240
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 328 B: 142

EastBound A: 464 B: 16

WestBound A: 219 B: 264

NorthBound A: 478 B: 293

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 = (478 + 142 + 264 + 464) / 1500 = 0.599 LOS = D

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

AM/PM: AM Comments: INT# 132

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	228	0	188	0	0	0	161	1479	1	0	1074	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	0	188	0	0	0	161	1479	1	0	1074	234
LANE	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 964 B: 0

WestBound A: 740 B: 154

NorthBound A: 107 B: 228

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 = (228 + 0 + 161 + 554) / 1426 = 0.733 LOS = C

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

AM/PM: AM Comments: INT# 133

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	548	340	16	416	69	185	834	8	1	1062	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	548	340	16	416	69	185	834	8	1	1062	149
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 0 1	0 1 0	0 1 0	0 0 1	0 1 0	0 0 1	0 1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Ltr	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 416 B: 16

EastBound A: 606 B: 0

WestBound A: 842 B: 185

NorthBound A: 703 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 = (703 + 16 + 842 + 0) / 1425 = 1.097 LOS = F

Developed by Chun Wong 12/94

20AMMI2 July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

AM/PM: AM Comments: INT# 134

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	39	500	22	173	590	582	93	821	170	370	744	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	500	22	173	590	582	93	821	170	370	744	154
LANE	1 0 1	0 1 0	1 0 1	0 1 0	1 0 1	0 1 0	1 0 1	0 1 0	1 0 1	0 1 0	2 0 1	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Ltr	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 590 B: 173

EastBound A: 449 B: 204

WestBound A: 496 B: 93

NorthBound A: 261 B: 39

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 = (39 + 590 + 496 + 204) / 1425 = 0.933 LOS = E

Developed by Chun Wong 12/94

20AMMI2 July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

AM/PM: AM Comments: INT# 135

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	163	0	152	0	526	256	155	1239	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	163	0	152	0	526	256	155	1239	0
LANE	0 0 0	0 0 0	0 0 0	1 0 0	0 0 1	0 1 0	0 0 2	0 0 1	0 1 0	0 1 1	0 0 0	0 0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 152 B: 163

EastBound A: 930 B: 155

WestBound A: 315 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 = (0 + 163 + 0 + 930) / 1500 = 0.729 LOS = C

Developed by Chun Wong 12/94

20AMMI2 July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

AM/PM: AM Comments: INT# 136

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	72	572	89	133	643	95	286	1467	147	78	1266	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	572	89	133	643	95	286	1467	147	78	1266	91
LANE	1 0 1	0 1 0	1 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	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: 369 B: 133

EastBound A: 579 B: 78

WestBound A: 507 B: 286

NorthBound A: 331 B: 72

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 = (331 + 133 + 286 + 579) / 1500 = 0.953 LOS = E

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

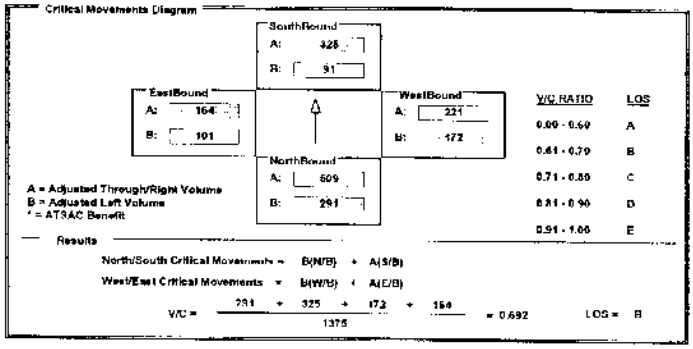
AM/PM: AM Comments: INT# 137

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	832	186	91	617	33	172	363	78	101	327	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	832	186	91	617	33	172	363	78	101	327	118
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	2	0	1	0
Phasing	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA	
SIGNAL	RTOR				RTOR				RTOR				RTOR			

Critical Movements Diagram



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 = (291 + 325 + 172 + 154) / 1375 = 0.692 LOS = B

Developed by Chun Wong 12.0a

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

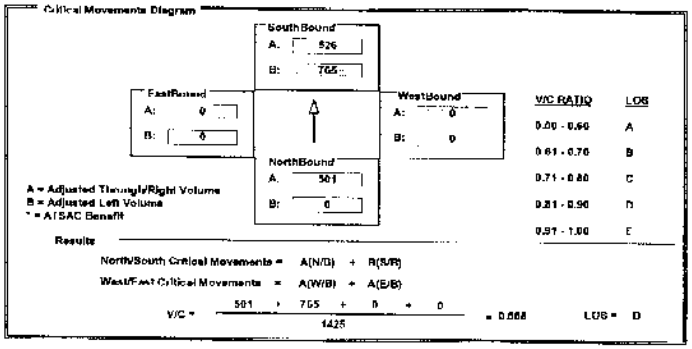
AM/PM: AM Comments: INT# 138

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	702	501	1390	1037	15	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	702	501	1390	1037	15	0	0	0	0	0	25
LANE	0	0	2	0	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Phasing	Perm		Auto		Prot-Fix		Auto		<none>		<none>		Split		Free	
SIGNAL	RTOR				RTOR				RTOR				RTOR			

Critical Movements Diagram



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 = (501 + 765 + 0 + 0) / 1425 = 0.888 LOS = D

Developed by Chun Wong 12.0a

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

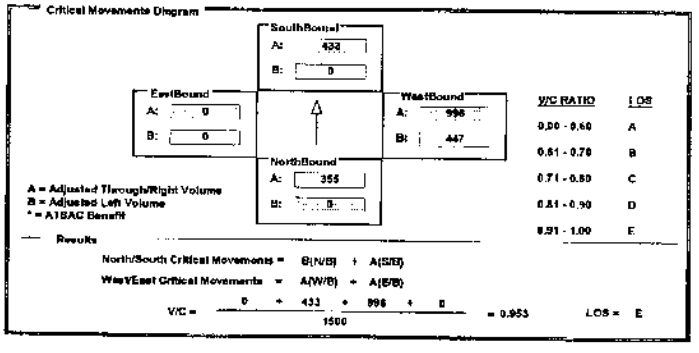
AM/PM: AM Comments: INT# 139

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	709	0	0	1732	0	812	0	1810	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	709	0	0	1732	0	812	0	1810	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
Phasing	Perm		<none>		Perm		<none>		Split		Auto		<none>		<none>	
SIGNAL	RTOR				RTOR				RTOR				RTOR			

Critical Movements Diagram



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 = (0 + 433 + 996 + 0) / 1500 = 0.953 LOS = E

Developed by Chun Wong 12.0a

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

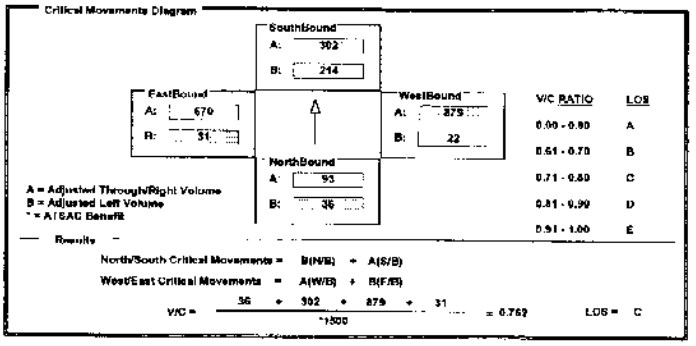
AM/PM: AM Comments: INT# 140

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	36	21	214	45	43	22	1736	21	31	1249	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	36	21	214	45	43	22	1736	21	31	1249	91
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0
Phasing	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	
SIGNAL	RTOR				RTOR				RTOR				RTOR			

Critical Movements Diagram



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 = (36 + 302 + 879 + 31) / 1500 = 0.762 LOS = C

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR | W/E: CENTINELA AV | I/S No: 99190

AM/PM: AM | Comments: INT# 141

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	42	0	31	40	0	108	18	1976	24	60	1545	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	40	0	108	18	1976	24	60	1545	16
LANE	1	0	0	0	1	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: 108 B: 40

EastBound A: 781 B: 60

WestBound A: 1000 B: 18

NorthBound A: 31 B: 42

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 = (42 + 108 + 1000 + 60) / 1500 = 0.867 - 0.03 LOS = B C

= 0.777

ATCS

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: CULVER BL | I/S No: 99412

AM/PM: AM | Comments: INT# 142

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	523	0	0	0	36	1362	0	0	1491	504
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	523	0	0	0	36	1362	0	0	1491	504
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 746 B: 0

WestBound A: 1362 B: 36

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 = (0 + 746 + 1362 + 36) / 1500 = 0.905 LOS = F

0.521 A

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV | W/E: SLAUSON AV | I/S No: 99208

AM/PM: AM | Comments: INT# 143

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	105	8	30	55	6	86	15	2388	45	19	1610	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	8	30	55	6	86	15	2388	45	19	1610	37
LANE	0	0	0	1	0	0	0	0	0	1	0	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 147 B: 55

EastBound A: 549 B: 19

WestBound A: 917 B: 15

NorthBound A: 143 B: 105

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 = (105 + 147 + 917 + 15) / 1425 = 0.769 LOS = C

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV | W/E: SLAUSON AV | I/S No: 99209

AM/PM: AM | Comments: INT# 144

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	18	103	182	36	20	110	2680	72	11	1607	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	18	103	182	36	20	110	2680	72	11	1607	8
LANE	1	0	0	1	0	0	1	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 36 B: 182

EastBound A: 538 B: 14

WestBound A: 917 B: 118

NorthBound A: 121 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 = A(N/B) + B(S/B)

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

V/C = (121 + 182 + 917 + 11) / 1425 = 0.864 LOS = D

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

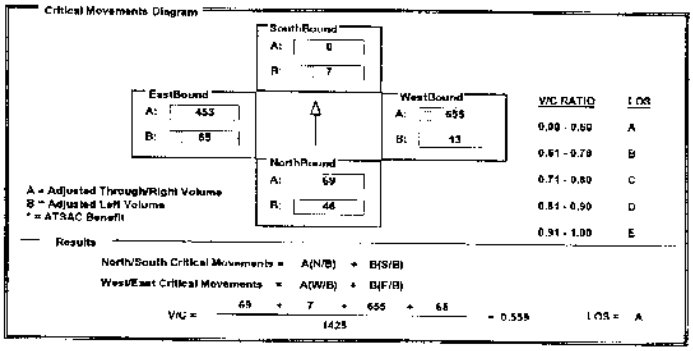
AM/PM: AM Comments: INT# 146

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	0	23	7	0	16	13	1965	43	118	1327	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	0	23	7	0	16	13	1965	43	118	1327	31
LANE	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	3	0	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (69 + 7 + 655 + 68) / 1425 = 0.555 LOS = A

Developed by Chun Wong 1/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

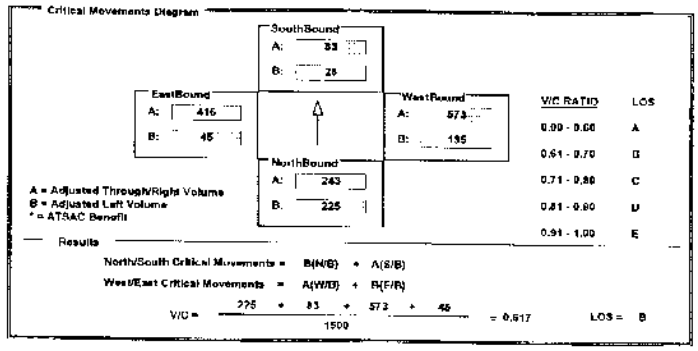
AM/PM: AM Comments: INT# 146

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	225	18	131	28	12	43	135	1663	57	45	1206	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	18	131	28	12	43	135	1663	57	45	1206	41
LANE	0	1	0	0	0	1	0	0	0	1	0	0	1	0	2	0	1	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



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 = (225 + 83 + 573 + 45) / 1500 = 0.617 LOS = B

Developed by Chun Wong 1/04

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

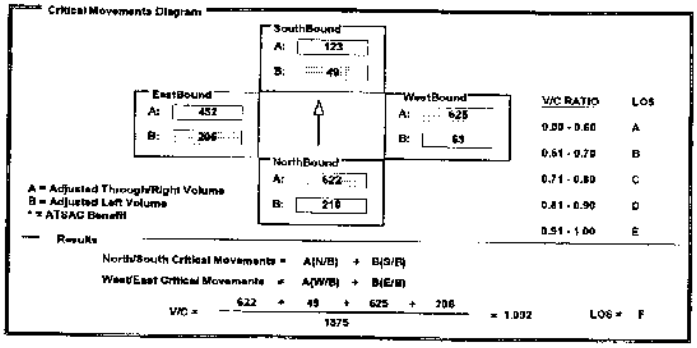
AM/PM: AM Comments: INT# 147

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	210	320	92	49	74	36	63	1711	165	206	1280	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	320	92	49	74	36	63	1711	165	206	1280	75
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (622 + 49 + 625 + 206) / 1375 = 1.092 LOS = F

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99254

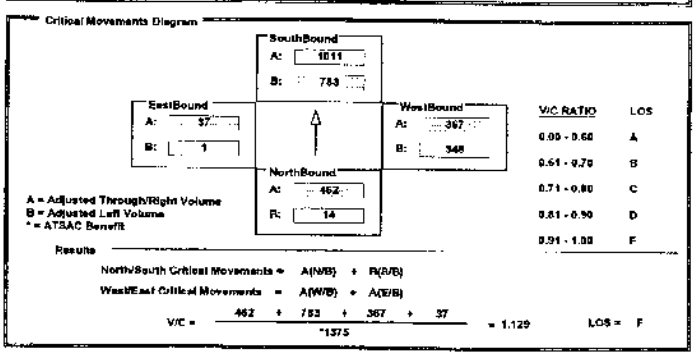
AM/PM: AM Comments: INT# 148

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	664	178	783	1002	9	346	21	152	1	24	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	664	178	783	1002	9	346	21	152	1	24	12
LANE	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

V/C = (462 + 783 + 367 + 37) / 1375 = 1.129 LOS = F

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20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

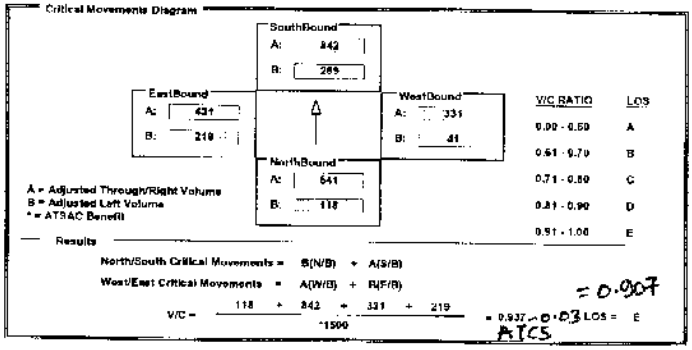
AM/PM: AM Comments: INT# 149

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	457	84	269	866	280	41	517	144	219	730	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	457	84	269	866	280	41	517	144	219	730	131
LANE	0	1	0	0	1	0	0	1	0	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



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 = (118 + 842 + 331 + 219) / *1500 = 0.937 - 0.03 = 0.907 LOS = E

ATCS

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

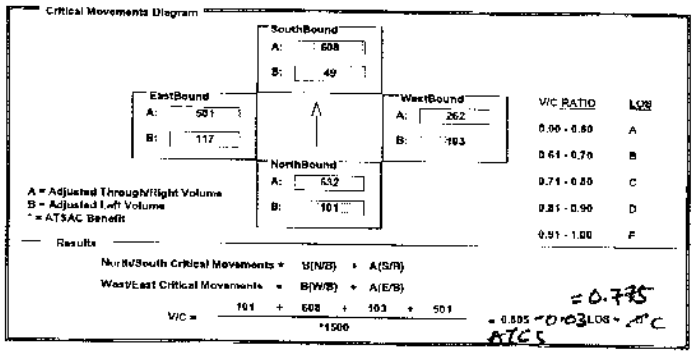
AM/PM: AM Comments: INT# 150

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	475	182	49	932	88	103	468	55	117	872	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	475	182	49	932	88	103	468	55	117	872	129
LANE	0	1	0	0	1	0	0	0	1	0	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



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	F

Results

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

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

V/C = (101 + 608 + 103 + 501) / *1500 = 0.835 - 0.03 LOS = C

ATCS

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

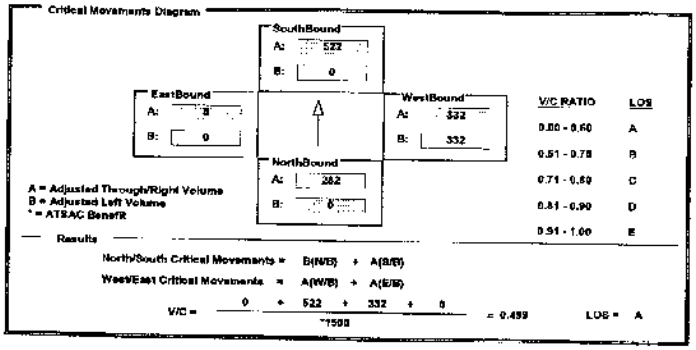
AM/PM: AM Comments: INT# 151

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	563	0	0	1043	0	480	0	183	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	563	0	0	1043	0	480	0	183	0	0	0
LANE	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 522 + 332 + 0) / *1500 = 0.499 LOS = A

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99168

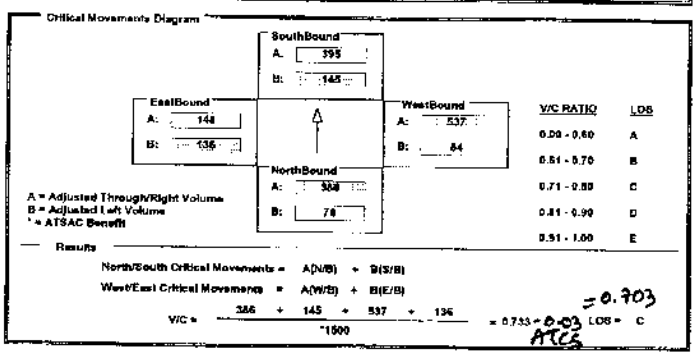
AM/PM: AM Comments: INT# 152

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	674	98	145	613	176	54	243	240	136	114	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	674	98	145	613	176	54	243	240	136	114	34
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	0	1	0	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



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 = (386 + 145 + 537 + 136) / *1500 = 0.733 - 0.03 = 0.703 LOS = C

ATCS

Developed by Chun Wong, 12-96

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

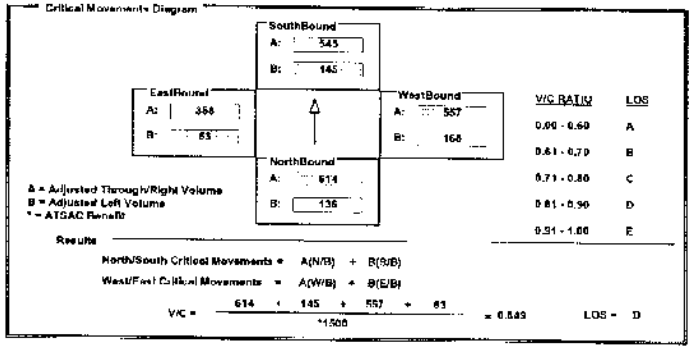
AM/PM: AM Comments: INT# 153

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	138	909	318	145	1029	60	168	299	90	63	253	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	909	318	145	1029	60	168	299	90	63	253	42
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	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



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 = (614 + 145 + 557 + 83) / *1500 = 0.849 LOS = D

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

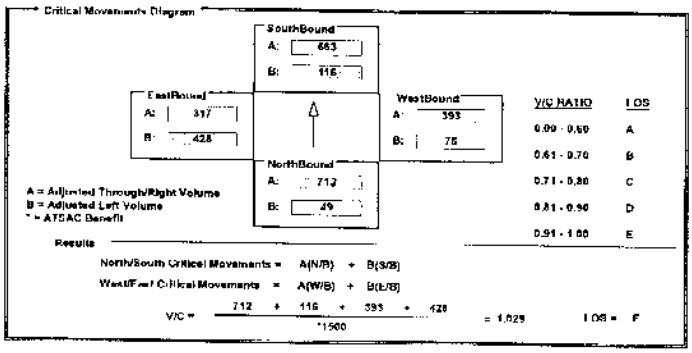
AM/PM: AM Comments: INT# 154

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	49	1385	39	116	1240	85	76	549	238	428	502	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	1385	39	116	1240	85	76	549	238	428	502	131
LANE	1	0	1	0	1	0	0	1	0	1	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



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 = (712 + 116 + 393 + 428) / *1500 = 1.029 LOS = F

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99277

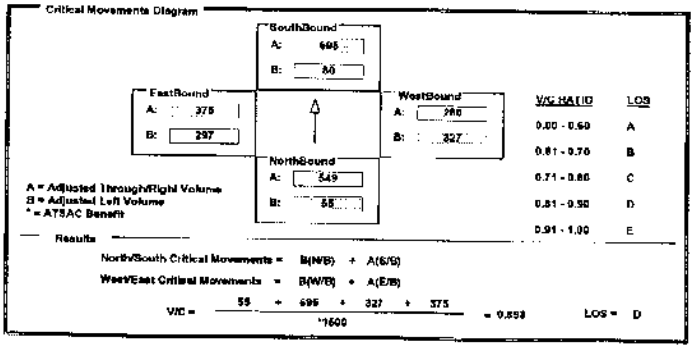
AM/PM: AM Comments: INT# 155

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	55	1040	58	80	1276	113	327	472	88	297	650	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1040	58	80	1276	113	327	472	88	297	650	100
LANE	1	0	1	0	1	0	0	1	0	1	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



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 = (55 + 695 + 327 + 375) / *1600 = 0.853 LOS = D

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS SO VENICE BL I/S No: 99265

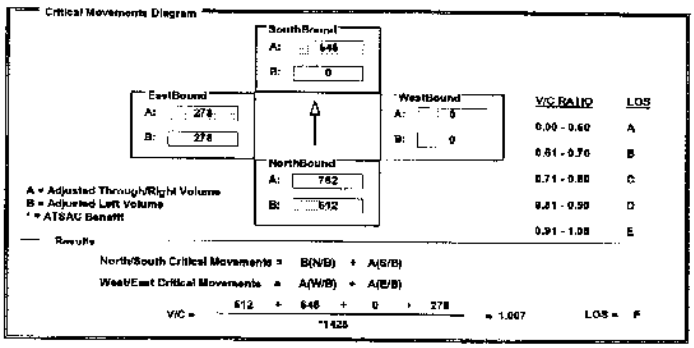
AM/PM: AM Comments: INT# 156

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	612	1524	0	0	1289	837	0	0	0	406	0	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	612	1524	0	0	1289	837	0	0	0	406	0	149
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (612 + 648 + 0 + 278) / *1425 = 1.007 LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

AM/PM: AM Comments: INT# 157

COUNT DATE: STUDY DATE: GROWTH FACTOR:

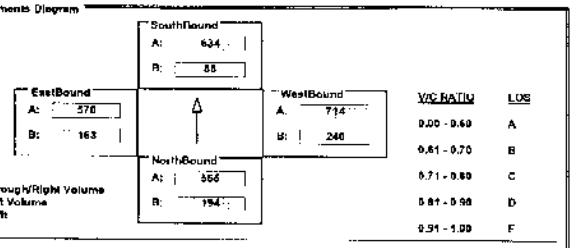
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	1129	293	88	1268	59	437	2142	282	297	1711	287
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1129	293	88	1268	59	437	2142	282	297	1711	287

LANE: 1 0 2 0 0 1 0 | 1 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	Perm	OLA	Perm	OLA	Prot Fix	Auto	Prot-Fix	Auto

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)

$$V/C = \frac{194 + 634 + 714 + 163}{*1425} = 1.126 \qquad LOS = F$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

AM/PM: AM Comments: INT# 158

COUNT DATE: STUDY DATE: GROWTH FACTOR:

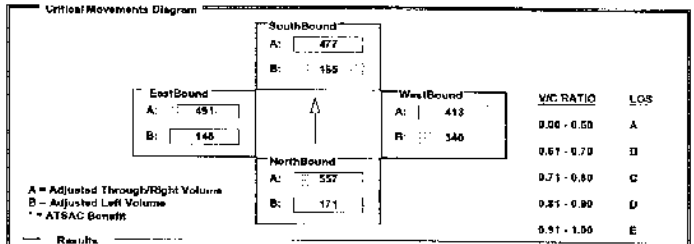
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	171	1113	675	165	954	209	340	733	93	148	982	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	171	1113	675	165	954	209	340	733	93	148	982	300

LANE: 1 0 2 0 0 1 0 | 1 0 2 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-Pr	Auto	Perm	Auto

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)

$$V/C = \frac{557 + 165 + 340 + 491}{*1425} = 1.020 \qquad LOS = F$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99245

AM/PM: AM Comments: INT# 159

COUNT DATE: STUDY DATE: GROWTH FACTOR:

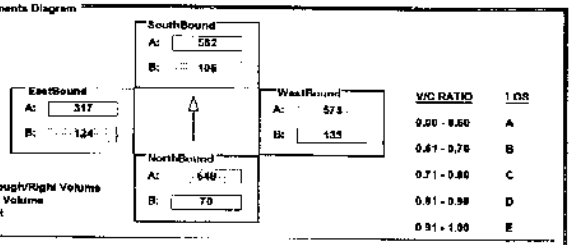
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	70	1237	81	105	1092	71	133	235	205	124	145	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1237	81	105	1092	71	133	235	205	124	145	48

LANE: 1 0 1 0 1 0 0 | 1 0 1 0 1 0 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	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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)

$$V/C = \frac{649 + 105 + 573 + 124}{*1500} = 0.837 \qquad LOS = D$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

AM/PM: AM Comments: INT# 160

COUNT DATE: STUDY DATE: GROWTH FACTOR:

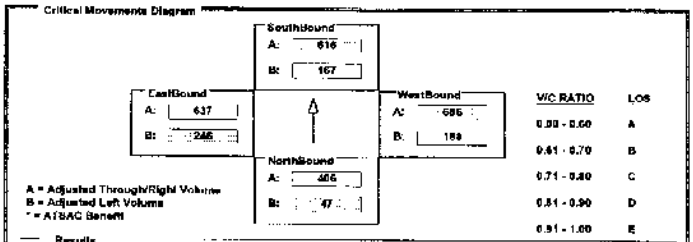
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	47	708	104	167	616	394	188	1896	163	246	1855	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	708	104	167	616	394	188	1896	163	246	1855	55

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 1 0 0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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)

$$V/C = \frac{47 + 616 + 585 + 246}{*1600} = 0.993 \qquad LOS = E$$

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

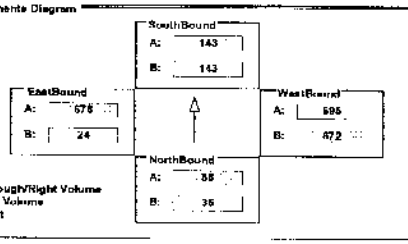
AM/PM: AM Comments: INT# 161

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	46	771	193	54	39	672	2084	191	24	2031	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	46	771	193	54	39	672	2084	191	24	2031	0
LANE	1 0 1	0 0 2	0	1 0 0	1 0 0	1 0	1 0 3	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (36 + 143 + 472 + 678) / 1425 = 1.039 LOS = F

Developed by Chun Wong, 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

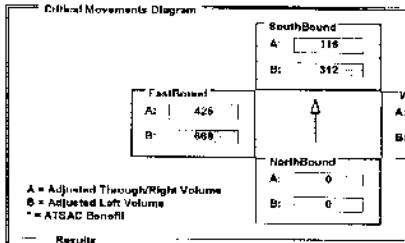
AM/PM: AM Comments: INT# 162

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	312	0	449	0	935	177	666	852	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	449	0	935	177	666	852	0
LANE	0 0 0	0 0 0	0	1 0 0	0 0 1	0	0 0 1	0 1 0	0	1 0 2	0 0 1	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

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 = (0 + 312 + 555 + 666) / 1425 = 1.006 LOS = F

Developed by Chun Wong, 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

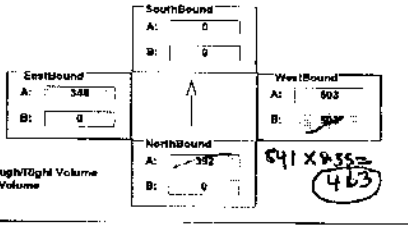
AM/PM: AM Comments: INT# 163

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	713	0	0	0	841	669	0	0	492	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	713	0	0	0	841	669	0	0	492	200
LANE	0 0 0	0 0 2	0	0 0 0	0 0 0	0	1 1 0	0 0 0	0	0 1 0	1 0 0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

841 X 935 = 463

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 = (392 + 0 + 503 + 348) / 1500 = 0.467 LOS = A

463

0.469 A

Developed by Chun Wong, 10/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99158

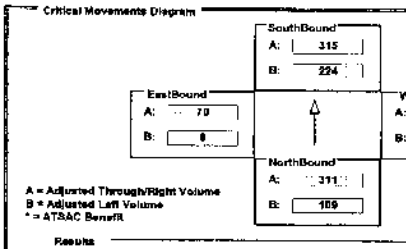
AM/PM: AM Comments: INT# 164

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	109	621	520	224	630	109	696	660	90	8	108	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	621	520	224	630	109	696	660	90	8	108	45
LANE	1 0 2	0 0 0	0	1 0 2	0 0 1	0	2 0 1	0 0 1	0	0 1 1	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (311 + 224 + 660 + 79) / 1425 = 0.818 LOS = D

Developed by Chun Wong, 12/98

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99235

AM/PM: AM Comments: INT# 165

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	299	1312	32	17	1314	408	29	100	41	251	8	187
AMBIENT												
RELATED												
PROJECT												
TOTAL	299	1312	32	17	1314	408	29	100	41	251	8	187
LANE	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 657 B: 17

EastBound A: 195 B: 261

WestBound A: 100 B: 29

NorthBound A: 672 B: 299

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)

$$V/C = \frac{299 + 657 + 100 + 251}{1425} = 0.917 \qquad LOS = E$$

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: AM Comments: INT# 165

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	2222	205	255	1788	0	173	0	429	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2222	205	255	1788	0	173	0	429	0	0	0
LANE	0	0	3	0	1	0	2	0	2	0	0	0	1	0	0	0	1	1	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: 894 B: 140

EastBound A: 0 B: 0

WestBound A: 166 B: 173

NorthBound A: 741 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)

$$V/C = \frac{0 + 894 + 173 + 0}{1426} = 0.679 \qquad LOS = B$$

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: AM Comments: INT# 167

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	5	2	14	10	0	215	2	1267	103	267	1296	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2	14	10	0	215	2	1267	103	267	1296	0
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	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: 225 B: 18

EastBound A: 618 B: 267

WestBound A: 890 B: 2

NorthBound A: 21 B: 5

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

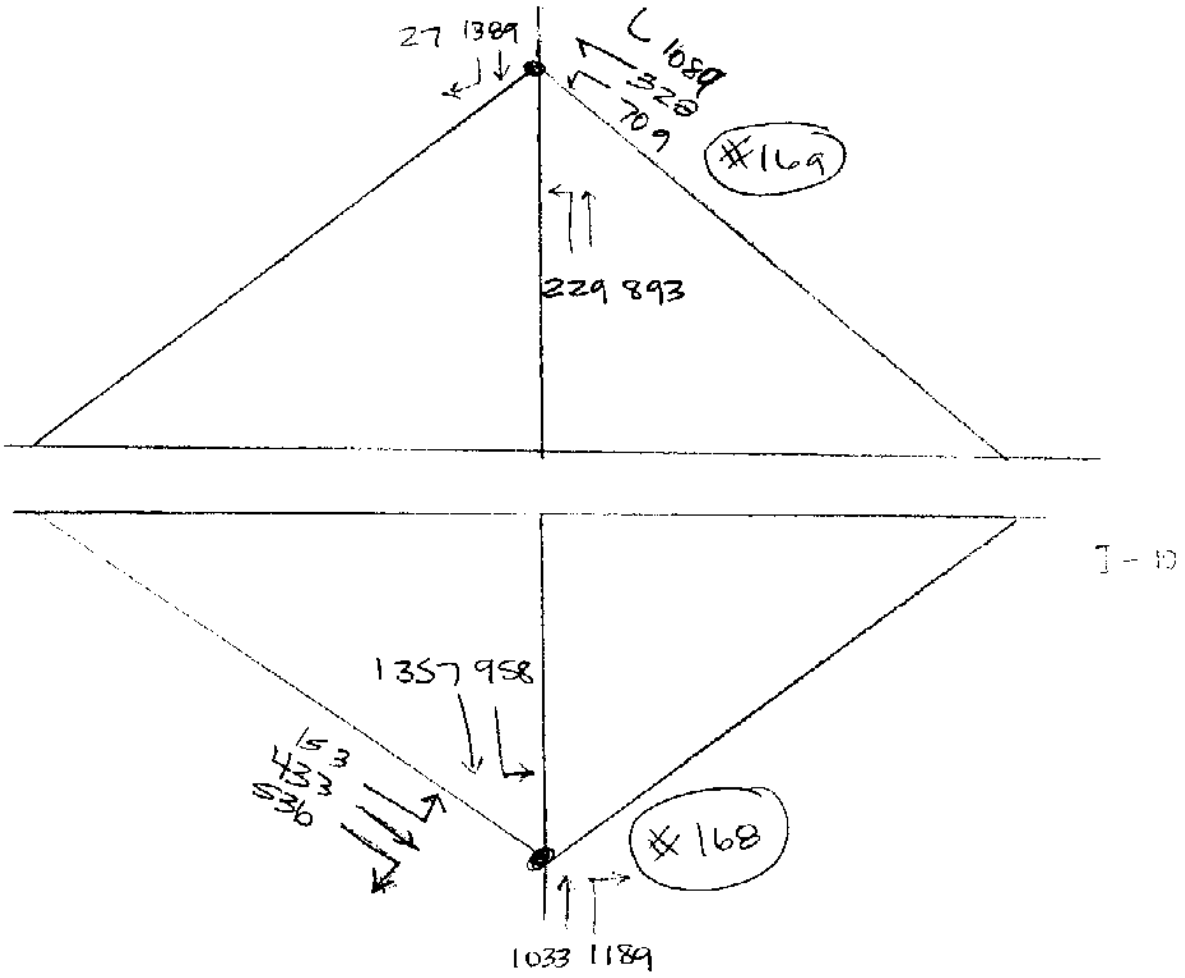
Results

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

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

$$V/C = \frac{5 + 225 + 890 + 267}{1500} = 0.791 \qquad LOS = C$$

Developed by Chun Wong, 1994



2010 W/PROJECT W/MITIGATION

AM PEAK HOUR

(#168) NB CRITICAL = 229 OR (1189 + 1033 − 229)/3 = (664)

SB CRITICAL = 958 × 0.55 = (527) OR 1357/2 = 679

EB CRITICAL = (433 + 533)/2 = 293 OR (536)

WB CRITICAL = ϕ

$$\frac{664 + 527 + 536 + \phi}{1425} = \boxed{1.212 \text{ LOS F}}$$

(#169) NB CRITICAL = (229) OR 893/2 = 447

SB CRITICAL = 958 × 0.55 = (527) OR (1389 + 27 − 527)/2 = 445

EB CRITICAL = ϕ

WB CRITICAL = (709 + 164)/2 = 437 OR (1089 + 164)/2 = (627)

$$\frac{229 + 527 + \phi + 627}{1425} = \boxed{0.971 \text{ LOS E}}$$

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SAWTELLE BL I/S No: 99258

AM/PM: AM Comments: INT# 170

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	352	2121	102	77	2161	217	187	271	51	108	267	256
AMBIENT												
RELATED												
PROJECT												
TOTAL	352	2121	102	77	2161	217	187	271	51	108	267	256
LANE	1	3	1	0	2	1	1	1	1	1	1	1
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 793 B: 77

EastBound A: 262 B: 108

WestBound A: 161 B: 187

NorthBound A: 556 B: 352

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 = (352 + 793 + 187 + 262) / 1425 = 1.119 LOS = F

Developed by Chan Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

AM/PM: AM Comments: INT# 171

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	634	124	178	272	25	64	420	240	53	678	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	634	124	178	272	25	64	420	240	53	678	38
LANE	1	1	1	1	1	1	1	2	1	1	2	1
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 297 B: 178

EastBound A: 539 B: 53

WestBound A: 240 B: 64

NorthBound A: 634 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 = (634 + 178 + 64 + 539) / 1500 = 0.740 - 0.03 = 0.710 LOS = C

ATCS

Developed by Chan Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20150

AM/PM: AM Comments: INT# 172

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	108	585	126	159	799	44	105	1189	141	43	1142	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	585	126	159	799	44	105	1189	141	43	1142	121
LANE	1	1	1	1	1	0	1	1	1	1	2	1
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 422 B: 159

EastBound A: 571 B: 45

WestBound A: 596 B: 105

NorthBound A: 486 B: 108

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	F

Results

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

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

V/C = (486 + 159 + 105 + 571) / 1500 = 0.757 LOS = C

Developed by Chan Wong, 1994

20AMM12 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR | W/E: I-10 EB ON-RAMP | I/S No: 99346

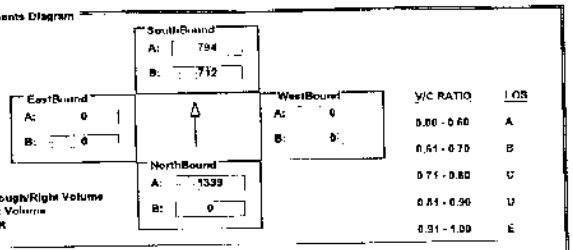
AM/PM: AM | Comments: INT# 173

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	1351	1339	712	1588	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1351	1339	712	1588	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = + +

V/C = (1339 + 712 + + +) / 1600 = 1.297 LOS = F

Developed by Chun Wong, 1994

20AMM12 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL | W/E: STOCKER ST | I/S No: 99348

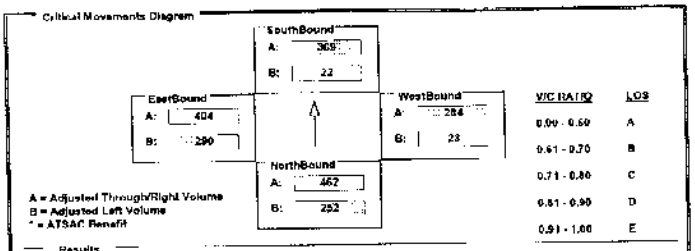
AM/PM: AM | Comments: INT# 174

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	252	1353	23	22	1108	384	23	256	28	527	404	270
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	1363	23	22	1108	384	23	256	28	527	404	270
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	0	0	1	0	0	2	0	1	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA				

Critical Movements Diagram



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 = (252 + 369 + 284 + 290) / 1375 = 0.799 LOS = C

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV | W/E: CENTINELA AV | I/S No: 99350

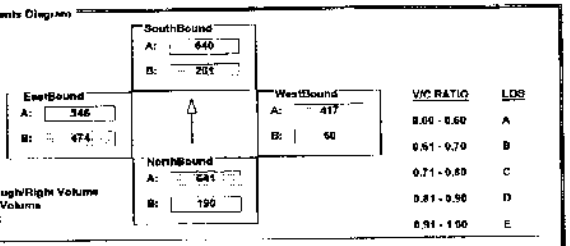
AM/PM: AM | Comments: INT# 175

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	190	1246	35	261	977	303	60	833	298	474	692	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1246	35	261	977	303	60	833	298	474	692	208
LANE	1	0	1	0	1	0	1	0	1	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: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (641 + 261 + 417 + 474) / 1375 = 1.394 LOS = F

Developed by Chun Wong, 1994

20AMM12 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST | W/E: IMPERIAL HWY | I/S No: 99352

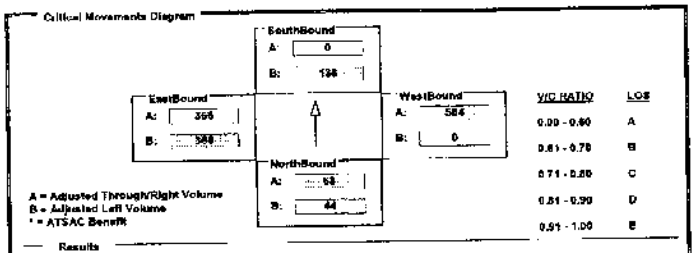
AM/PM: AM | Comments: INT# 176

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	80	52	123	251	0	32	0	1744	8	366	1099	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	52	123	251	0	32	0	1744	8	366	1099	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (68 + 138 + 584 + 366) / 1375 = 0.771 LOS = C

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR | W/E: GRAND AV | I/S No: 99358

AM/PM: AM | Comments: INT# 177

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	1875	193	74	1300	0	87	5	133	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1875	193	74	1300	0	87	5	133	4	4	3
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 650 B: 74
EastBound A: 11 B: 4
WestBound A: 133 B: 46
NorthBound A: 1934 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 = (1934 + 74 + 133 + 11) / 1425 = 0.609 LOS = D

Developed by Louis Kang, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL | W/E: SLAUSON AV | I/S No: 99356

AM/PM: AM | Comments: INT# 178

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	275	1589	89	274	971	98	99	786	112	203	670	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1589	89	274	971	98	99	786	112	203	670	43
LANE	1	0	3	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 356 B: 274
EastBound A: 357 B: 203
WestBound A: 449 B: 99
NorthBound A: 530 B: 275

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	F

Results

North/South Critical Movements = A(N/B) + B(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (530 + 274 + 449 + 203) / 1375 = 1.059 LOS = F

Designed by Chun Wang, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LAIRFAX AV | W/E: WASHINGTON BL | I/S No: 99358

AM/PM: AM | Comments: INT# 179

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	1192	580	439	784	200	587	794	25	545	788	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1192	580	439	784	200	587	794	25	545	788	8
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 492 B: 241
EastBound A: 265 B: 545
WestBound A: 419 B: 323
NorthBound A: 596 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 = A(W/B) + B(E/B)

V/C = (596 + 241 + 419 + 545) / 1375 = 1.233 LOS = F

Developed by Chun Wang, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL | W/E: FLORENCE AV | I/S No: 99360

AM/PM: AM | Comments: INT# 180

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	195	1038	42	139	605	198	58	1093	146	212	933	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1038	42	139	605	198	58	1093	146	212	933	177
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 268 B: 150
EastBound A: 370 B: 212
WestBound A: 413 B: 58
NorthBound A: 360 B: 195

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 = (360 + 139 + 413 + 212) / 1375 = 0.817 LOS = D

20AMMI7

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS | W/E: IMPERIAL HWY | I/S No: 99362

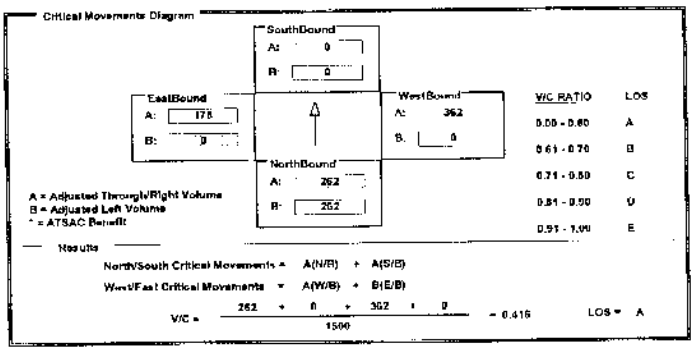
AM/PM: AM | Comments: INT# 181

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	427	0	96	0	0	0	0	1069	378	0	533	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	427	0	96	0	0	0	0	1069	378	0	533	133
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
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (262 + 0 + 362 + 0) / 1500 = 0.416 LOS = A

Developed by [illegible]

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 99364

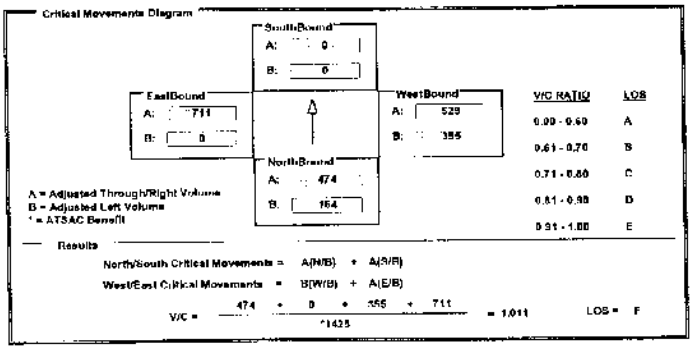
AM/PM: AM | Comments: INT# 182

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	299	0	652	0	0	0	355	1058	1	1	1422	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	299	0	652	0	0	0	355	1058	1	1	1422	218
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (474 + 0 + 355 + 711) / 1425 = 1.011 LOS = F

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 WB OFF RAMP/NASH ST | W/E: IMPERIAL HWY | I/S No: 19180

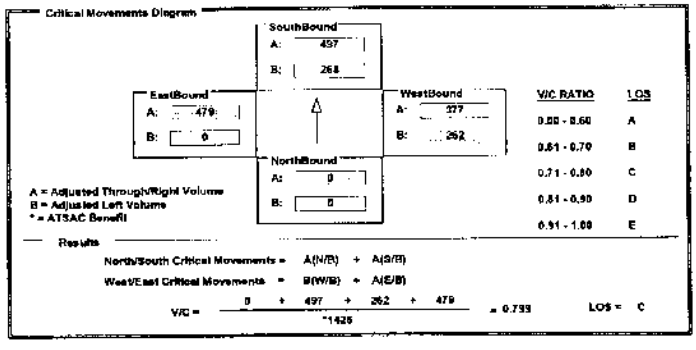
AM/PM: AM | Comments: INT# 183

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	268	972	518	476	1131	0	0	1109	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	268	972	518	476	1131	0	0	1109	327
LANE	0	0	0	0	0	0	1	1	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 497 + 262 + 479) / 1425 = 0.733 LOS = C

Developed by Chun Wong, 12/94

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR | W/E: IMPERIAL HWY | I/S No: 19050

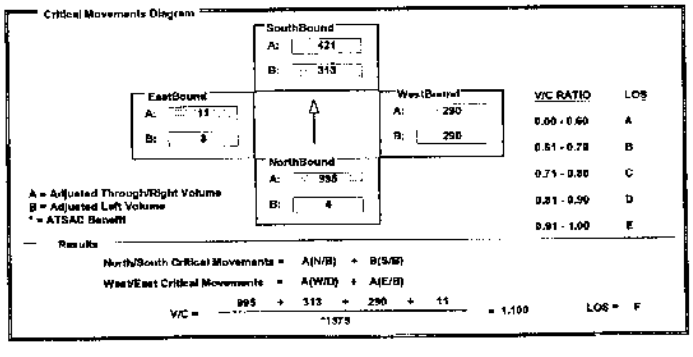
AM/PM: AM | Comments: INT# 184

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	1399	1140	313	834	7	573	7	188	3	11	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1399	1140	313	834	7	573	7	188	3	11	4
LANE	1	0	2	0	1	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (995 + 313 + 290 + 11) / 1379 = 1.100 LOS = F

Developed by Chun Wong, 12/94

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

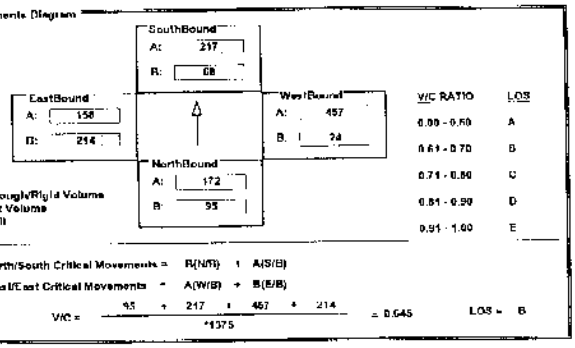
AM/PM: AM Comments: INT# 185

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	344	103	124	217	507	43	1372	367	389	473	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	344	103	124	217	507	43	1372	367	389	473	128
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (88 + 217 + 457 + 214) / 1375 = 0.645 LOS = B

Developed by Chun Wang, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I 10 EB OFF RAMP I/S No: 99372

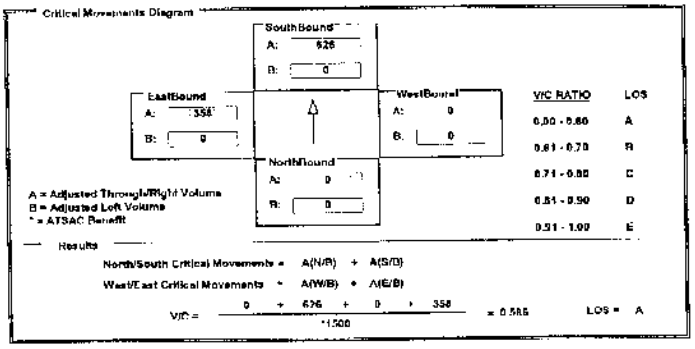
AM/PM: AM Comments: INT# 186

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	2051	0	0	1879	0	0	0	0	0	0	651
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2051	0	0	1879	0	0	0	0	0	0	651
1 ANI	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 626 + 0 + 358) / 1500 = 0.656 LOS = A

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

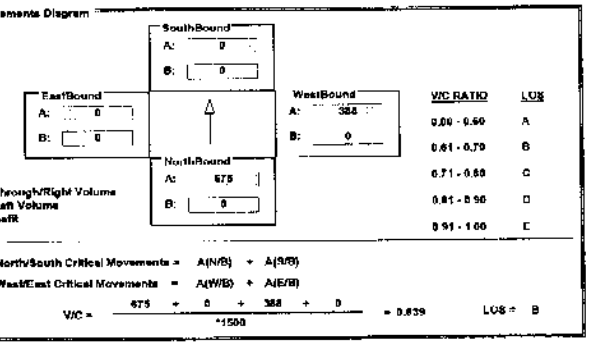
AM/PM: AM Comments: INT# 187

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	2026	0	0	1674	580	0	0	705	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2026	0	0	1674	580	0	0	705	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (675 + 0 + 388 + 0) / 1500 = 0.639 LOS = B

Developed by Chun Wang, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

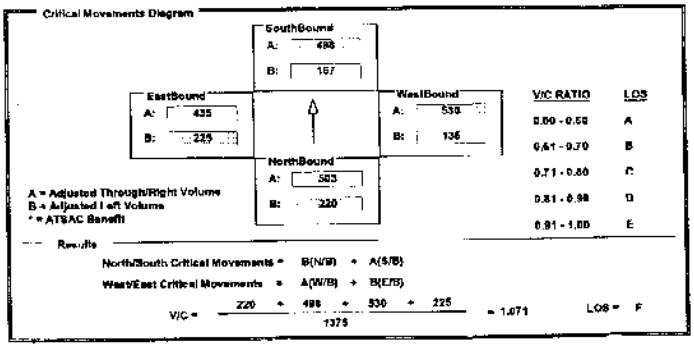
AM/PM: AM Comments: INT# 188

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	220	952	53	167	998	220	135	1060	280	225	708	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	952	53	167	998	220	135	1060	280	225	708	161
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	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



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 = (220 + 498 + 530 + 225) / 1375 = 1.071 LOS = F

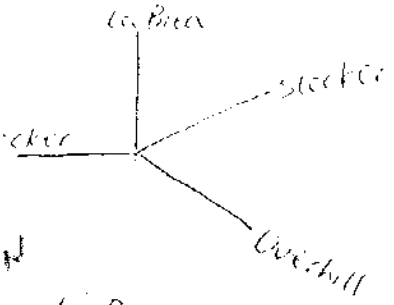
Intersection # 190

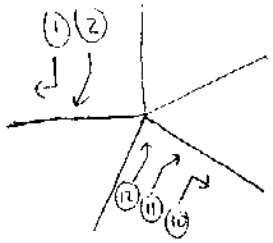
NIS STREET La Brea Av / Inverhill Dr

E/W STREET Stocker St

Scenario 2010 W/PROJECT W/MITIGATION

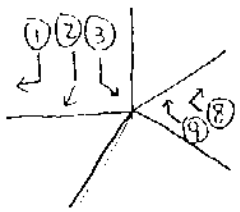
Peak Hour AM



① 

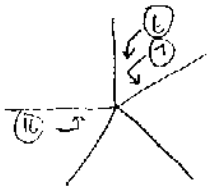
NB		VOL	LNS	
(12)	T	1360	3	(453)
(11)	R	339	2	176
(10)	R	13	0	

SB		VOL	LNS	
(2)	T	1067	2	534
(1)	R	859	Free Flow	

② 

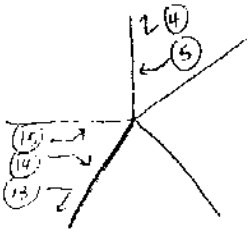
WB		VOL	LNS	
(9)	T	549	2	(275)
(8)	R	94	1	94

SB		VOL	LNS	
(3)	L	245	2	123
(2)	T	1067	2	534 - 453 = 81
(1)	R	859	Free Flow	

③ 

EB		VOL	LNS	
(16)	L	606	2	(303)

WB		VOL	LNS	
(7)		49	2	114
(6)		179		

④ 

EB		VOL	LNS	
(15)	T	475	2	275
(14)	R	57		
(13)	R	18		

WB		VOL	LNS	
(5)	T	568	2	(284)
(4)	R	38	1	38

CRITICAL MOVES 453 + 275 + 303 + 284 = 1315

VOLUME / CAPACITY 1315 / 1375 = 0.956

LOS: E

20AMMI2 — July 9, 2003, Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV | W/E: SLAUSON AV | I/S No: 99378

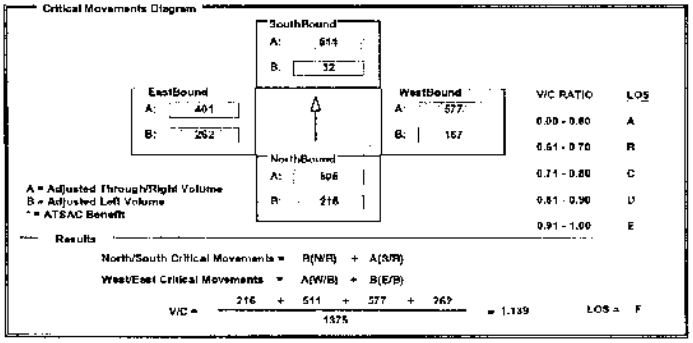
AM/PM: AM | Comments: INT# 189

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	216	1208	218	32	1022	322	167	1622	110	262	1117	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1208	216	32	1022	322	167	1622	110	262	1117	86
LANE	1	0	2	0	1	0	0	1	0	2	0	0	1	0	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



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 = (216 + 511 + 577 + 262) / 1375 = 1.139 LOS = F

Developed by Chan Wong, 1994

20AMMI2 — July 9, 2003, Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: I-10 EB OFF RAMP | I/S No: 99382

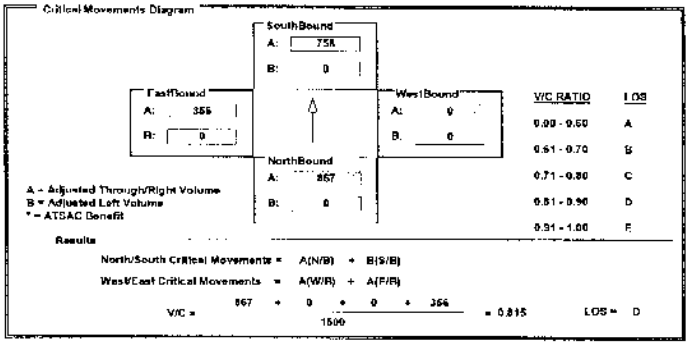
AM/PM: AM | Comments: INT# 191

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	2602	0	0	1629	645	0	0	0	0	0	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2602	0	0	1629	645	0	0	0	0	0	356
LANE	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (867 + 0 + 0 + 356) / 1500 = 0.815 LOS = D

Developed by Chan Wong, 1994

20AMMI2 — July 9, 2003, Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: 111TH ST | I/S No: 19280

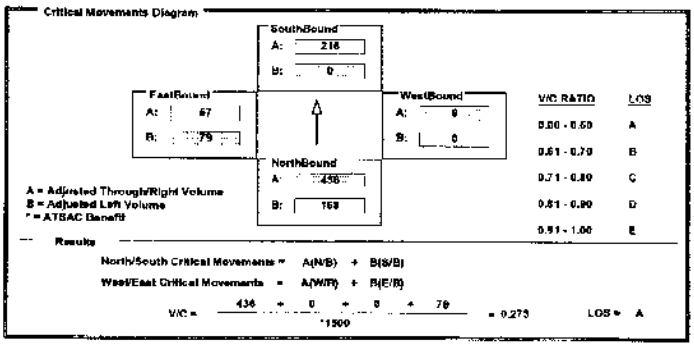
AM/PM: AM | Comments: INT# 192

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	168	872	0	0	441	207	0	0	0	143	0	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	872	0	0	441	207	0	0	0	143	0	57
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (436 + 0 + 0 + 79) / 1500 = 0.273 LOS = A

Developed by Chan Wong, 1994

20AMMI2 — July 9, 2003, Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: I-405 SB RAMPS S/O CENTURY BL | I/S No: 19310

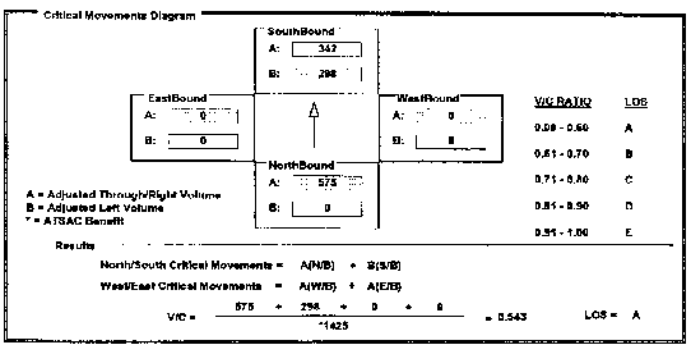
AM/PM: AM | Comments: INT# 193

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	1150	56	542	583	0	0	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1150	56	542	583	0	0	0	243	0	0	0
LANE	0	0	2	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	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



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 = (575 + 298 + 0 + 0) / 1425 = 0.543 LOS = A

Developed by Chan Wong, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

AM/PM: AM Comments: INT# 194

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	969	0	84	423	1	322	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	969	0	84	423	1	322	0	89	0	0	0
LANE	1	0	2	0	0	1	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Flt	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 141 B: 84

EastBound A: 0 B: 0

WestBound A: 47 B: 177

NorthBound A: 485 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 = (485 + 84 + 177 + 0) / *1425 = 0.454 LOS = A

Developed by Chun Wong, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

AM/PM: AM Comments: INT# 195

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	843	114	73	562	0	191	0	291	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	843	114	73	562	0	191	0	291	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	0	1	0	0	1	0	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 187 B: 73

EastBound A: 0 B: 0

WestBound A: 161 B: 161

NorthBound A: 479 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 = (479 + 73 + 161 + 0) / *1500 = 0.485 LOS = A

Developed by Chun Wong, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

AM/PM: AM Comments: INT# 196

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	366	145	444	900	159	266	1065	109	143	870	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	366	145	444	900	159	266	1065	109	143	870	75
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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Flt	RTOR: Auto	Phasing: Prot Flt	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 459 B: 444

EastBound A: 315 B: 143

WestBound A: 391 B: 146

NorthBound A: 256 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) + A(S/B)

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

V/C = (256 + 459 + 391 + 143) / 1375 = 0.902 LOS = E

Developed by Chun Wong, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

AM/PM: AM Comments: INT# 197

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	3371	821	123	2265	0	1207	0	274	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3371	821	123	2265	0	1207	0	274	0	0	0
LANE	0	0	3	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Flt	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1155 B: 123

EastBound A: 0 B: 0

WestBound A: 0 B: 884

NorthBound A: 1124 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 = (1124 + 123 + 884 + 0) / 1425 = 1.341 LOS = F

Developed by Chun Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

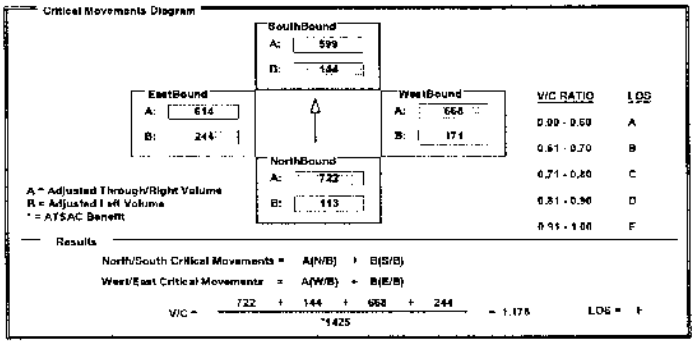
AM/PM: AM Comments: INT# 198

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	2115	51	144	1422	375	171	2003	65	444	1843	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	2115	51	144	1422	375	171	2003	65	444	1843	154
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 3	0 0 1	0	2 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (722 + 144 + 668 + 244) / 1425 = 1.178 LOS = F

Developed by Chan Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

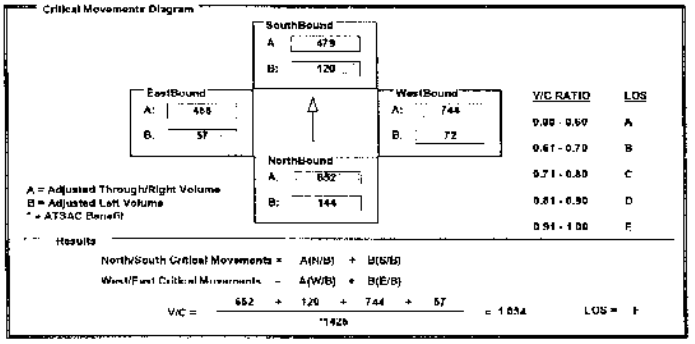
AM/PM: AM Comments: INT# 199

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	144	1920	37	120	1412	25	72	1488	335	57	915	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1920	37	120	1412	25	72	1488	335	57	915	108
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (652 + 120 + 744 + 57) / 1425 = 1.054 LOS = F

Developed by Chan Wong, 1994

20AMMI2

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

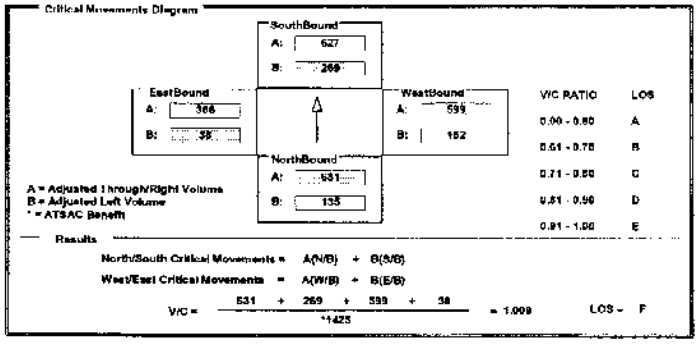
AM/PM: AM Comments: INT# 200

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	135	1894	51	269	1881	122	152	866	332	38	658	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1894	51	269	1881	122	152	866	332	38	658	73
LANE	1 0 3	0 0 1	0	1 0 3	0 0 1	0	1 0 1	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (531 + 269 + 599 + 38) / 1425 = 1.009 LOS = F

Developed by Chan Wong, 1994

20AMMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

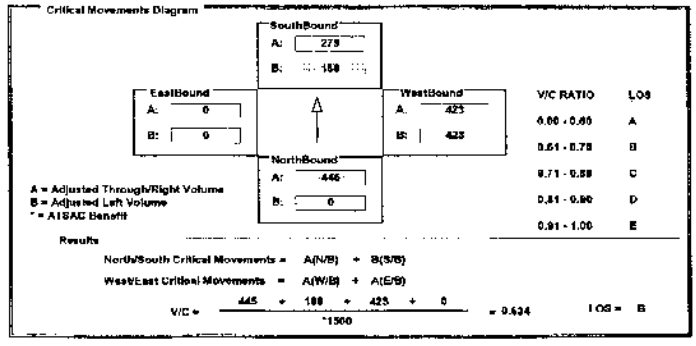
AM/PM: AM Comments: INT# 201

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	889	77	188	558	0	752	0	93	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	889	77	188	558	0	752	0	93	0	0	0
LANE	0 0 1	0 1 1	0	1 0 2	0 0 0	0	1 0 0	0 0 1		0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (445 + 159 + 425 + 0) / 1500 = 0.634 LOS = B

Developed by Chan Wong, 1994

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

AM/PM: AM Comments: INT# 202

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	1655	0	121	0	0	0	0	2289	0	0	1177	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1655	0	121	0	0	0	0	2289	0	0	1177	0
LANE	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 392 B: 0

WestBound A: 763 B: 0

NorthBound A: 121 B: 910

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 = (910 + 0 + 763 + 0) / 1500 = 1.115 LOS = F

Developed by Chun Wong, 12/94

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99405

AM/PM: AM Comments: INT# 203

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	1252	0	0	1102	0	397	0	590	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1252	0	0	1102	0	397	0	590	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 275 B: 0

EastBound A: 0 B: 0

WestBound A: 382 B: 362

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) + A(E/B)

V/C = (417 + 0 + 382 + 0) / 1500 = 0.519 LOS = A

Developed by Chun Wong, 12/94

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

AM/PM: AM Comments: INT# 204

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	245	1388	105	105	803	70	120	298	121	78	357	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	1388	105	105	803	70	120	298	121	78	357	105
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	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: Auto				

Critical Movements Diagram

SouthBound A: 291 B: 105

EastBound A: 231 B: 78

WestBound A: 298 B: 120

NorthBound A: 463 B: 245

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 = (463 + 105 + 298 + 78) / 1425 = 0.662 LOS = B

Developed by Chun Wong, 12/94

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

AM/PM: AM Comments: INT# 205

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	122	414	127	101	354	78	99	448	66	84	314	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	414	127	101	354	78	99	448	66	84	314	83
LANE	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	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: 432 B: 101

EastBound A: 397 B: 84

WestBound A: 514 B: 99

NorthBound A: 541 B: 122

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 = (541 + 101 + 514 + 84) / 1500 = 0.827 LOS = D

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20AMMIZ

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

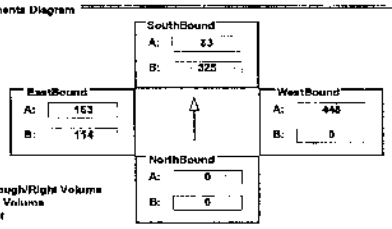
AM/PM: AM Comments: INT# 206

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	591	0	140	0	906	885	114	489	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	591	0	140	0	906	885	114	489	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	1	0	1	0	3	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 325 + 448 + 114) / 1425 = 0.622 LOS = B

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20AMMIZ

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

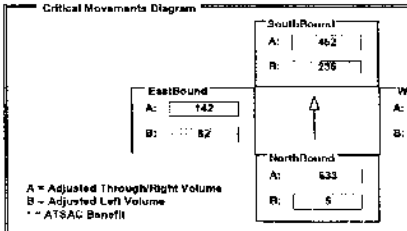
AM/PM: AM Comments: INT# 207

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	5	469	164	236	395	67	46	107	127	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	469	164	236	395	67	46	107	127	82	140	2
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	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



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

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

Results

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

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

V/C = (633 + 236 + 254 + 82) / 1500 = 0.790 LOS = C

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20AMMIZ

CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99415

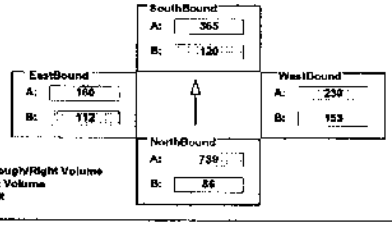
AM/PM: AM Comments: INT# 208

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	86	2218	190	218	1055	41	153	302	290	112	262	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	2218	190	218	1055	41	153	302	290	112	262	57
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	2	0	0	1	0	1	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



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

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

Results

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

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

V/C = (739 + 120 + 230 + 112) / 1375 = 0.873 LOS = D

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CalcaDB

July 9, 2003 ,Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99419

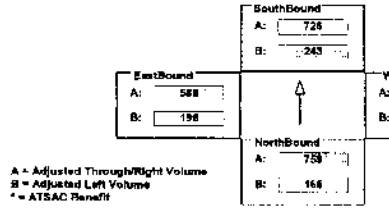
AM/PM: AM Comments: INT# 209

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	165	1368	152	243	1452	273	196	1154	89	196	1765	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	165	1368	152	243	1452	273	196	1154	89	196	1765	218
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (759 + 243 + 196 + 588) / 1375 = 1.229 ≈ 1.199 ± 0.03 LOS = F

ATCS

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20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: AM Comments: INT # 210

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	789	56	1551	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	677	789	56	1551	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 776 B: 56

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 789 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 = + +

V/C = (789 + 56 + +) / 1500 = 0.563 LOS = A

Developed by Chun Wong 12/94

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: AM Comments: INT# 211

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	30	665	0	0	1087	531	245	176	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	665	0	0	1087	531	245	176	16	128	0	58
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 544 B: 0

EastBound A: 58 B: 70

WestBound A: 219 B: 219

NorthBound A: 333 B: 30

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 = (30 + 544 + 219 + 70) / 1425 = 0.536 LOS = A

20AMMI2 — July 9, 2003 ,Wednesday 04:03:16 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: AM Comments: INT# 212

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	190	1242	282	142	1118	93	174	747	165	225	864	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1242	282	142	1118	93	174	747	165	225	864	58
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	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: 606 B: 142

EastBound A: 451 B: 225

WestBound A: 455 B: 174

NorthBound A: 521 B: 190

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 = (190 + 606 + 455 + 225) / *1500 = 0.915 LOS = E

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20AMM12 — CalcaDB — July 9, 2003, Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: AM Comments: INT# 215

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	7	0	320	0	0	0	784	1391	0	0	1988	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	0	320	0	0	0	784	1391	0	0	1988	28
LANE	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 671 B: 0
WestBound A: 696 B: 451
NorthBound A: 0 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 = B(N/B) + A(S/B)

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

V/C = (7 + 0 + 451 + 671) / *1425 = 0.708 = D - 0.02 LOS = B

=0.678

ATCS

Developed by Chan Wong, 12-94

20AMM12 — CalcaDB — July 9, 2003, Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: S ST I/S No: 99432

AM/PM: AM Comments: INT# 216

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	352	234	0	0	624	183	0	0	0	94	0	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	352	234	0	0	624	183	0	0	0	94	0	98
LANE	2	0	2	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 312 B: 0
EastBound A: 47 B: 47
WestBound A: 0 B: 0
NorthBound A: 117 B: 194

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 = (194 + 312 + 0 + 47) / 1425 = 0.388 LOS = A

Developed by Chan Wong, 12-94

20AMM12 — CalcaDB — July 9, 2003, Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

AM/PM: AM Comments: INT# 217

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	158	144	199	110	104	509	288	1131	193	248	1014	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	144	199	110	104	509	288	1131	193	248	1014	82
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 385 B: 118
EastBound A: 274 B: 248
WestBound A: 331 B: 288
NorthBound A: 199 B: 158

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 = (158 + 385 + 331 + 248) / *1425 = 0.717 = D - 0.03 LOS = B

=0.687

ATCS

Developed by Chan Wong, 12-94

20AMMI2

CalcaDB

July 9, 2003 Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

AM/PM: AM Comments: INT# 218

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	195	0	213	0	516	120	239	658	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	195	0	213	0	516	120	239	658	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 213 B: 195

EastBound A: 329 B: 239

WestBound A: 258 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 = (0 + 213 + 258 + 239) / 1500 = 0.973 LOS = A

Developed by Chen Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV W/E: TEALE ST I/S No: 99438

AM/PM: AM Comments: INT# 219

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	87	0	31	0	458	34	87	795	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	87	0	31	0	458	34	87	795	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 31 B: 87

EastBound A: 398 B: 67

WestBound A: 246 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 = (0 + 87 + 0 + 398) / 1500 = 0.510 LOS = A

Developed by Chen Wang, 1994

20AMMI2

CalcaDB

July 9, 2003 Wednesday 04:03:16 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

AM/PM: AM Comments: INT# 220

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	172	0	52	0	422	137	206	711	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	172	0	52	0	422	137	206	711	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 52 B: 172

EastBound A: 355 B: 206

WestBound A: 211 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 = (0 + 172 + 211 + 206) / 1500 = 0.393 LOS = A

Developed by Chen Wang, 1994

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

FUTURE 2010 WITH PROJECT AND MITIGATION PROGRAM

PM PEAK HOUR

20PMPM#2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ESTCHESTER PKWY/ARBOR VITAE I/S No: 20110

AM/PM: PM Comments: INT# 1

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	189	1053	179	112	503	88	292	524	103	128	646	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	1053	179	112	503	88	292	524	103	128	646	274
LANE	1 0 1	0 1 0	0	1 0	0 0	1 0	1 0	1 0	1 0	1 0	2 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: 168 B: 112

EastBound A: 323 B: 128

WestBound A: 314 B: 292

NorthBound A: 616 B: 189

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 = (616 + 112 + 292 + 323) / *1500 = 0.825 LOS = D

Developed by Chun Wong, *2004

20PMPM#2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

AM/PM: PM Comments: INT# 2

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	614	0	356	0	945	678	386	1405	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	614	0	356	0	945	678	386	1405	0
LANE	0 0 0	0 0 0	0	3 0 0	0 0	2 0	0 0	4 0 0	1 0	2 0	4 5 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 90 B: 227

EastBound A: 351 B: 212

WestBound A: 564 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 = (0 + 227 + 564 + 212) / *1375 = 0.659 LOS = B

Developed by Chun Wong, *2004

20PMPM#2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

AM/PM: PM Comments: INT# 3

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	51	254	548	173	182	26	548	773	48	59	956	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	254	548	173	182	26	548	773	48	59	956	13
LANE	0 1 0	0 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: 268 B: 173

EastBound A: 323 B: 59

WestBound A: 411 B: 300

NorthBound A: 284 B: 51

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 = (284 + 173 + 300 + 323) / *1375 = 0.715 LOS = C

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20PMPM#2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: PM Comments: INT# 4

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	248	717	91	103	831	115	155	436	74	124	710	374
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	717	91	103	831	115	155	436	74	124	710	374
LANE	2 0 2	0 0 1	0	1 0 1	0 0	1 0	1 0 1	0 1 0	0	1 0 1	0 1 0	1 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: 373 B: 103

EastBound A: 542 B: 124

WestBound A: 255 B: 155

NorthBound A: 359 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 = B(W/B) + A(E/B)

V/C = (136 + 373 + 155 + 542) / *1375 = 0.807 LOS = D

Developed by Chun Wong, *2004

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

AM/PM: PM Comments: INT# 5

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	639	195	216	720	114	74	428	140	84	622	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	639	195	216	720	114	74	428	140	84	622	165
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	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: 417 B: 216

EastBound A: 354 B: 84

WestBound A: 214 B: 74

NorthBound A: 417 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 = A(N/B) + B(S/B)

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

V/C = (417 + 216 + 74 + 354) / 1500 = 0.734 LOS = C

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20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

AM/PM: PM Comments: INT# 6

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	416	1144	59	189	849	157	252	1851	217	219	1687	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	416	1144	59	189	849	157	252	1851	217	219	1687	286
LANE	3	0	1	0	1	0	0	2	0	2	0	1	0	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: 335 B: 93

EastBound A: 493 B: 216

WestBound A: 617 B: 252

NorthBound A: 667 B: 184

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 = (667 + 93 + 252 + 493) / 1500 = 0.981 LOS = E

Developed by Chun Wong, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

AM/PM: PM Comments: INT# 7

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	821	297	643	838	187	190	554	381	154	1492	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	821	297	643	838	187	190	554	381	154	1492	234
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 279 B: 354

EastBound A: 676 B: 85

WestBound A: 185 B: 185

NorthBound A: 311 B: 62

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 = (311 + 354 + 185 + 676) / 1375 = 0.906 LOS = E

Developed by Chun Wong, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

AM/PM: PM Comments: INT# 8

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	265	448	84	0	332	327	123	985	4	353	1408	348
AMBIENT												
RELATED												
PROJECT												
TOTAL	265	448	84	0	332	327	123	985	4	353	1408	348
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 156 B: 0

EastBound A: 764 B: 353

WestBound A: 483 B: 123

NorthBound A: 255 B: 265

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 = (255 + 156 + 483 + 353) / 1375 = 0.921 - 0.03 = 0.891 LOS = D

ATCS

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20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

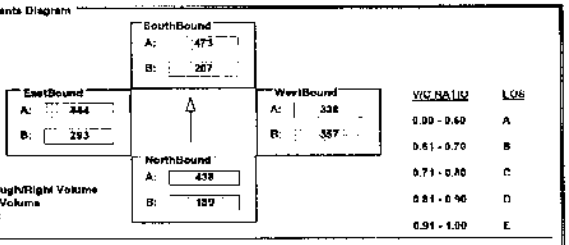
AM/PM: PM Comments: INT# 9

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	343	964	616	376	1892	435	649	1247	104	533	1584	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	964	616	376	1892	435	649	1247	104	533	1584	211
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	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (189 + 473 + 357 + 444) / 1375 = 1.064 LOS = F

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20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20449

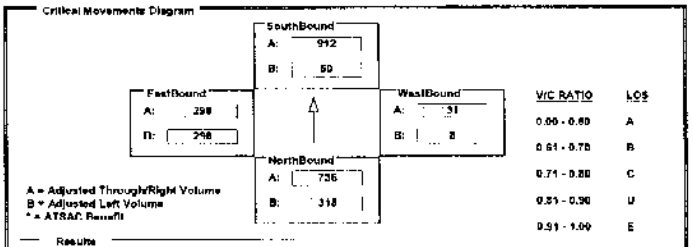
AM/PM: PM Comments: INT# 10

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	318	2184	23	50	2278	459	8	2	29	595	0	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	318	2184	23	50	2278	459	8	2	29	595	0	282
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	1	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (318 + 912 + 31 + 298) / 1375 = 1.054 LOS = F

+0.03 ATCS

+0.01 TPS

1.024

20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

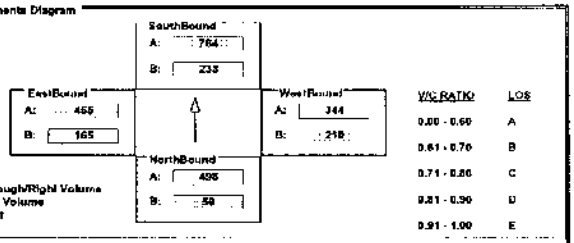
AM/PM: PM Comments: INT# 11

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	50	995	102	233	1190	320	158	688	278	185	859	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	995	102	233	1190	320	158	688	278	185	859	50
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	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



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 = (50 + 764 + 218 + 455) / 1386 = 0.916 - 0.03 LOS = D

=0.886

ATCS

20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

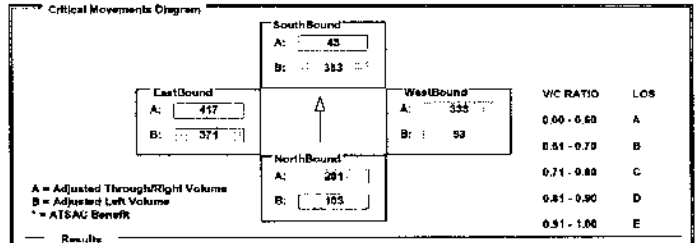
AM/PM: PM Comments: INT# 12

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	168	602	160	697	85	401	169	999	385	875	1250	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	602	160	697	85	401	169	999	385	875	1250	94
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	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (201 + 383 + 333 + 371) / 1375 = 0.867 - 0.03 LOS = D

=0.837

ATCS

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

AM/PM: PM Comments: INT# 13

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	2188	152	242	2031	52	199	971	169	0	1553	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2188	152	242	2031	52	199	971	169	0	1553	278
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 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: 594 B: 242

EastBound A: 610 B: 0

WestBound A: 324 B: 199

NorthBound A: 759 S: 179

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

V/C RATIO	LOS
0.00 - 0.50	A
0.51 - 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 = (759 + 242 + 199 + 610) / *1375 = 1.262 = 1.232 + 0.03 LOS = F ATCS

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20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

AM/PM: PM Comments: INT# 14

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	172	1245	265	77	1099	243	217	1006	24	242	1370	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	1245	265	77	1099	243	217	1006	24	242	1370	116
LANE	2 0 2 0 1 0 0			1 0 2 0 1 0 0			2 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: 447 B: 77

EastBound A: 495 B: 242

WestBound A: 343 B: 119

NorthBound A: 603 B: 95

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

V/C RATIO	LOS
0.00 - 0.50	A
0.51 - 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 = (603 + 77 + 119 + 495) / *1375 = 0.798 LOS = C

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

AM/PM: PM Comments: INT# 15

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	1334	1738	335	159	1401	127	402	560	150	124	936	1980
AMBIENT												
RELATED												
PROJECT												
TOTAL	1334	1738	335	159	1401	127	402	560	150	124	936	1980
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		
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 467 B: 87

EastBound A: 355 B: 124

WestBound A: 355 B: 221

NorthBound A: 579 B: 734

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

V/C RATIO	LOS
0.00 - 0.50	A
0.51 - 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 = (734 + 467 + 221 + 355) / *1375 = 1.222 = 1.192 + 0.03 LOS = F ATCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

AM/PM: PM Comments: INT# 16

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	1399	102	120	1328	69	170	887	181	107	1032	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	1399	102	120	1328	69	170	887	181	107	1032	120
LANE	1 0 1 0 1 0 0			1 0 2 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: 664 B: 129

EastBound A: 576 B: 107

WestBound A: 434 B: 176

NorthBound A: 751 B: 163

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

V/C RATIO	LOS
0.00 - 0.50	A
0.51 - 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 = (751 + 129 + 170 + 576) / *1500 = 1.008 = 0.978 + 0.03 LOS = E ATCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680
AM/PM: PM Comments: INT# 17
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	3882	43	0	4011	317	633	256	393	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3882	43	0	4011	317	633	256	393	0	0	0
LANE	0	0	4	0	0	1	0	0	4	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1003 B: 0
EastBound A: 0 B: 0
WestBound A: 445 B: 445
NorthBound A: 971 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 = (0 + 1003 + 445 + 0) / *1500 = 0.895 LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917
AM/PM: PM Comments: INT# 18
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	1138	356	16	1250	0	1239	0	2	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1138	356	16	1250	0	1233	0	2	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 673 B: 16
EastBound A: 0 B: 0
WestBound A: 2 B: 676
NorthBound A: 565 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 = (0 + 673 + 676 + 0) / *1500 = 0.831 -0.03 = 0.801 LOS = D ATCS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20390
AM/PM: PM Comments: INT# 19
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	1218	811	369	1820	0	0	0	0	67	0	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1218	811	369	1820	0	0	0	0	67	0	107
LANE	0	0	2	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 607 B: 369
EastBound A: 107 B: 34
WestBound A: 0 B: 0
NorthBound A: 599 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 = (607 + 369 + 0 + 107) / *1500 = 0.653 -0.03 = 0.623 LOS = B ATCS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400
AM/PM: PM Comments: INT# 20
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	229	1056	0	0	903	119	591	492	1	149	0	696
AMBIENT												
RELATED												
PROJECT												
TOTAL	229	1056	0	0	903	119	591	492	1	149	0	696
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 341 B: 0
EastBound A: 596 B: 149
WestBound A: 361 B: 361
NorthBound A: 528 B: 225

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 = (225 + 341 + 361 + 596) / *1425 = 1.072 -0.03 = 1.042 LOS = F ATCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99275

AM/PM: PM Comments: INT # 21

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	599	768	35	689	0	1011	0	5	31	229	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	599	768	35	689	0	1011	0	5	31	229	200
LANE	0 0 2	0 0 2	0	1 0 2	0 0 0		2 0 0	0 0 1	0	0 0 1	0 0 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: 345 B: 38
EastBound A: 460 B: 31
WestBound A: 5 B: 656
NorthBound A: 300 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 = (0 + 345 + 556 + 460) / 1425 = 0.885 LOS = D

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

AM/PM: PM Comments: INT# 22

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	149	4	1399	179	74	2	16	471	79	20	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	149	4	1399	179	74	2	16	471	79	20	8
LANE	0 1 0	1 0 0		2 1 0	1 0 0		0 0 0	1 1 0		0 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: 253 B: 818
EastBound A: 107 B: 79
WestBound A: 244 B: 0
NorthBound A: 77 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 = (77 + 515 + 244 + 107) / 1375 = 0.618 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

AM/PM: PM Comments: INT# 23

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	279	3015	198	168	3440	51	887	321	379	144	477	394
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	3015	198	168	3440	51	887	321	379	144	477	394
LANE	2 0 3	0 0 1	0	2 0 4	0 0 1	0	1 1 1	0 0 1	0	1 1 1	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: 860 B: 92
EastBound A: 317 B: 144
WestBound A: 333 B: 378
NorthBound A: 1005 B: 153

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 = (1005 + 92 + 378 + 317) / 1375 = 1.303 LOS = F

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

AM/PM: PM Comments: INT# 24

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	778	2554	87	66	2289	160	54	46	35	135	53	841
AMBIENT												
RELATED												
PROJECT												
TOTAL	778	2554	87	66	2289	160	54	46	35	135	53	841
LANE	2 0 3	0 0 1	0	1 0 2	0 0 1	0	0 1 0	0 1 0	0	1 0 1	0 0 1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Free				

Critical Movements Diagram

SouthBound A: 810 B: 68
EastBound A: 53 B: 135
WestBound A: 81 B: 54
NorthBound A: 851 B: 427

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 = (427 + 810 + 81 + 135) / 1425 = 0.960 LOS = E

-.003 ATSAC
-0.01 TPS
0.910

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

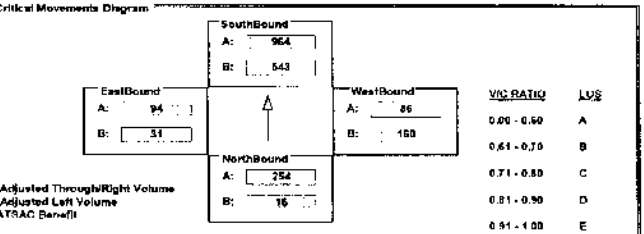
AM/PM: PM Comments: INT# 25

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	413	94	543	911	53	160	66	298	31	53	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	413	94	543	911	53	160	66	298	31	53	10
LANE	1 0 1 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0			0 0 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



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 = (16 + 964 + 160 + 94) / 1375 = 0.897 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

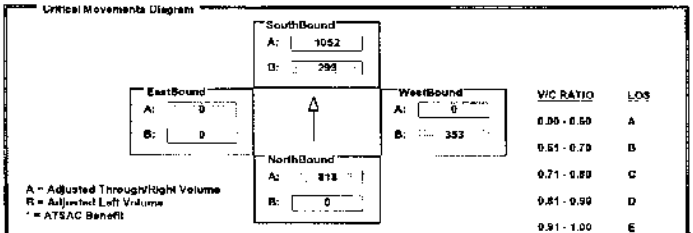
AM/PM: PM Comments: INT# 26

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	3270	690	532	3158	0	953	0	147	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3270	690	532	3158	0	953	0	147	0	0	0
LANE	0 0 4 0 0 1 0			2 0 3 0 0 0			3 0 0 0 0 1 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (818 + 299 + 353 + 0) / *1375 = 0.957 LOS = E

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CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

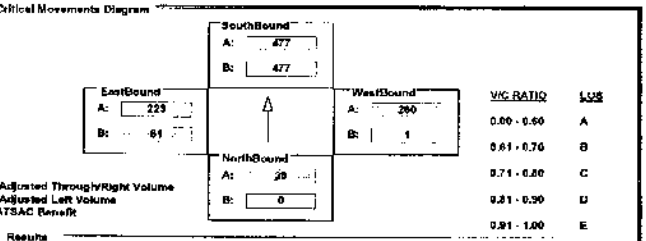
AM/PM: PM Comments: INT# 27

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	2	18	953	0	186	1	520	726	111	446	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	18	953	0	186	1	520	726	111	446	0
LANE	0 0 0 1 0 0			1 0 0 1 0 1 0			1 0 2 0 0 1 0			2 0 1 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (29 + 477 + 260 + 61) / *1375 = 0.828 LOS = A

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

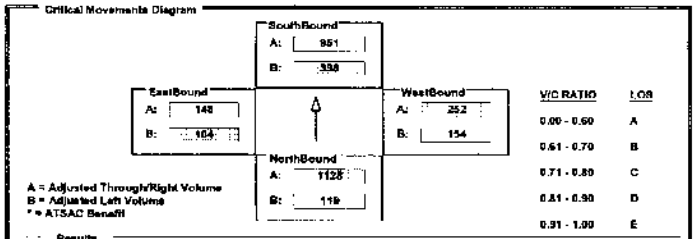
AM/PM: PM Comments: INT# 28

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	2644	1205	614	3716	88	280	418	421	189	251	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	2644	1205	614	3716	88	280	418	421	189	251	208
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		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (1128 + 338 + 252 + 104) / *1376 = 1.255 - 0.03 = 1.225 LOS = F

ATCS

Developed by Chun Wong, 12/94

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234
AM/PM: PM Comments: INT# 29
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	190	374	152	100	661	30	231	771	70	34	744	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	374	152	100	661	30	231	771	70	34	744	154
LANE	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 661 B: 100
EastBound A: 449 B: 34
WestBound A: 386 B: 231
NorthBound A: 374 B: 190

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 = (190 + 661 + 231 + 449) / 1425 = 1.004 + 0.03 = 0.974 LOS = E ATCS

Developed by Chun Wong, 1994

20PMPM12 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870
AM/PM: PM Comments: INT# 30
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	268	27	489	0	0	0	570	553	821	371	1252	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	268	27	489	0	0	0	570	553	821	371	1252	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	3	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 417 B: 371
WestBound A: 453 B: 0
NorthBound A: 518 B: 268

570

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 = (518 + 0 + 570 + 371) / 1200* = 1.1444 LOS = F

- 0.03 ATCS

1.114

Developed by Chun Wong, 1994

20PMPM12 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890
AM/PM: PM Comments: INT# 31
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	0	0	164	0	702	570	821	0	371	1087	201
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	164	0	702	570	821	0	371	1087	201
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	3	0	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: 351 B: 164
EastBound A: 352 B: 0
WestBound A: 411 B: 314
NorthBound A: 0 B: 0

371

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) 371 0.713

V/C = (0 + 351 + 314 + 352) / 1200* = 0.786 - 0.03 LOS = C ATCS

0.763

Developed by Chun Wong, 1994

20PMPM12 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152
AM/PM: PM Comments: INT# 32
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	71	2493	327	84	2544	638	383	523	203	574	729	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2493	327	84	2544	638	383	523	203	574	729	278
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 848 B: 64
EastBound A: 503 B: 315
WestBound A: 262 B: 211
NorthBound A: 940 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 = A(W/B) + A(E/B)

V/C = (940 + 64 + 262 + 505) / 1425* = 1.185 LOS = F

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

AM/PM: PM Comments: INT# 33

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	47	3039	848	419	1977	768	880	421	482	37	259	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	3039	848	419	1977	768	880	421	482	37	259	88
LANE	1	0	3	0	1	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: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 768 B: 230

EastBound A: 118 B: 37

WestBound A: 211 B: 484

NorthBound A: 777 B: 47

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 = (777 + 230 + 484 + 118) / 1375 = 1.099 LOS = F

-0.03 DIFF

-0.209 TPS

1.060

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

AM/PM: PM Comments: INT# 34

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	435	740	49	463	695	177	70	744	566	194	940	425
AMBIENT												
RELATED												
PROJECT												
TOTAL	435	740	49	463	695	177	70	744	566	194	940	425
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	2	0	1	0	2	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: 548 B: 255

EastBound A: 470 B: 107

WestBound A: 439 B: 39

NorthBound A: 395 B: 239

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 = (395 + 255 + 439 + 107) / 1375 = 0.870 LOS = D

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

AM/PM: PM Comments: INT# 36

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	2254	199	0	2272	1332	0	0	0	1067	322	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2254	199	0	2272	1332	0	0	0	1067	322	19
LANE	0	0	2	0	1	0	0	0	2	0	1	1	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: 901 B: 0

EastBound A: 541 B: 402

WestBound A: 0 B: 0

NorthBound A: 616 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 = (0 + 901 + 0 + 402) / 1589 = 0.799 LOS = C

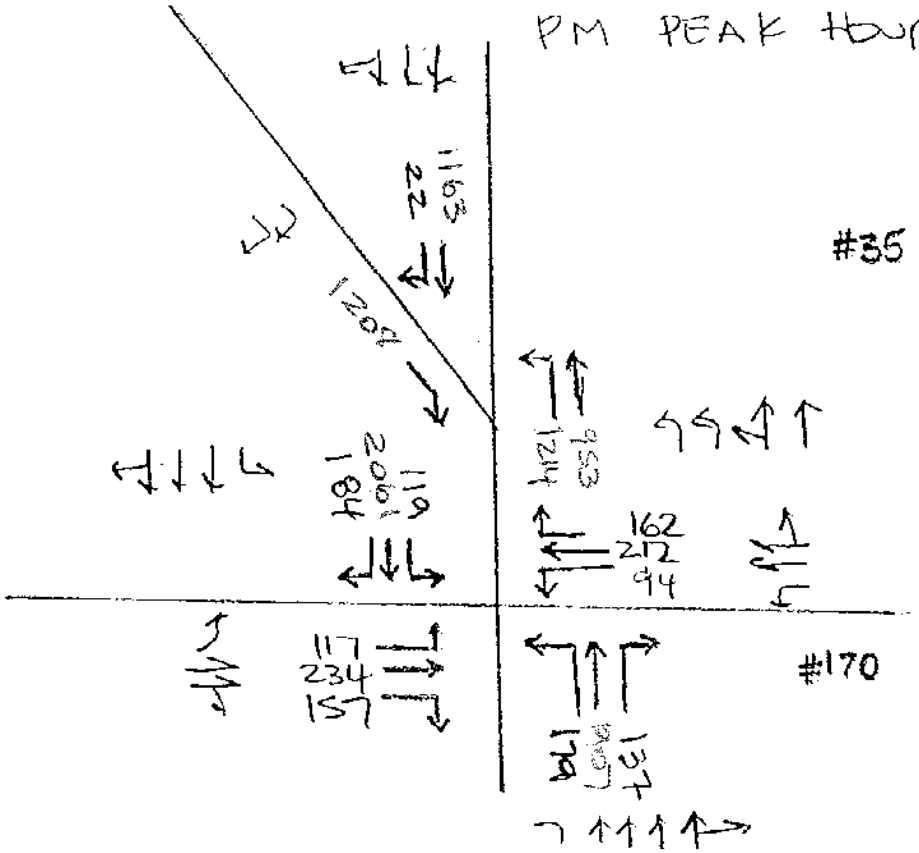
Developed by Chun Wong, 1994

#35 SEPULVEDA BL / JEFFERSON BL

#170 SAWTELLE BL / JEFFERSON BL

2010 W/ PROJECT W/MITIGATION

PM PEAK HOUR



① 1208/2 = 604 OR 1214/3 = 405 OR (179) OR (1207 + 137)/4 = 511

② 604 OR 405 OR (200 + 184)/3 = 748 OR 511
− 179
425
− 395
− 119
234

③ (1163 + 22)/3 = (395) OR 748 OR 511

④ 425 OR (119) OR 748

⑤ 425 OR (117 + 212 + 162)/2 = (304) OR (94 + 234 + 157)/2 = 290

CRITICAL VOLUMES = 179 + 425 + 395 + 119 + 304 = 1422

V/C = (1422/1375) − 0.07 ATSAC = **0.964 LOS E**

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

AM/PM: PM Comments: INT# 37

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	2454	258	328	2825	80	196	559	212	228	1058	529
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	2454	258	328	2825	80	196	559	212	228	1058	529
LANE	2	0	2	0	1	0	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 968 B: 139
EastBound A: 529 B: 228
WestBound A: 280 B: 196
NorthBound A: 904 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 = B(W/B) + A(E/B)

V/C = (139 + 968 + 196 + 529) / 1425 = 1.262 LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

AM/PM: PM Comments: INT# 38

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	225	5	230	0	0	0	0	1503	155	519	1723	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	5	230	0	0	0	0	1503	155	519	1723	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 574 B: 285
WestBound A: 376 B: 0
NorthBound A: 235 B: 225

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 = (235 + 0 + 376 + 285) / 1425 = 0.629 LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99194

AM/PM: PM Comments: INT# 39

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	235	17	638	302	1425	0	0	2008	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	235	17	638	302	1425	0	0	2008	238
LANE	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 351 B: 235
EastBound A: 449 B: 0
WestBound A: 475 B: 302
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 = (0 + 351 + 302 + 449) / 1425 = 0.773 LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

AM/PM: PM Comments: INT# 40

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	182	10	289	0	0	0	297	1255	175	425	1612	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	10	289	0	0	0	297	1255	175	425	1612	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 537 B: 234
WestBound A: 477 B: 0
NorthBound A: 289 B: 182

297

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 = (289 + 0 + 477 + 234) / 1200* = 0.783 LOS = C

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

AM/PM: PM Comments: INT# 41

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	291	0	284	297	1438	0	425	1322	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	291	0	284	297	1438	0	425	1322	100
LANE	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 784 B: 291

EastBound A: 474 B: 425

WestBound A: 479 B: 163

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(E/B)

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

V/C = (0 + 291 + 163 + 474) / 1200* = 0.703 LOS = C

Developed by Chan Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

AM/PM: PM Comments: INT# 42

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	195	2150	7	67	2159	127	15	12	15	739	16	469
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	2150	7	67	2159	127	15	12	15	739	16	469
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 762 B: 67

EastBound A: 415 B: 378

WestBound A: 42 B: 15

NorthBound A: 539 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) + A(E/B)

V/C = (107 + 762 + 42 + 415) / *1375 = 0.894 → 0.03 ATCS LOS = D

=0.841

Developed by Chan Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

AM/PM: PM Comments: INT# 43

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	82	652	208	61	432	208	195	1148	65	182	1164	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	652	208	61	432	208	195	1148	65	182	1164	47
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 216 B: 61

EastBound A: 582 B: 182

WestBound A: 573 B: 195

NorthBound A: 326 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 = (326 + 61 + 195 + 582) / *1375 = 0.777 LOS = C

Developed by Chan Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

AM/PM: PM Comments: INT# 44

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	120	2547	164	121	2259	120	300	369	94	121	308	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	2547	164	121	2259	120	300	369	94	121	308	101
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 755 B: 121

EastBound A: 205 B: 121

WestBound A: 232 B: 185

NorthBound A: 849 B: 120

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 = (849 + 121 + 185 + 208) / *1375 = 0.905 LOS = E

Developed by Chan Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

AM/PM: PM Comments: INT# 45

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	44	4016	41	262	3118	236	44	60	258	172	60	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	4016	41	262	3118	236	44	60	258	172	60	24
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 1115 B: 262

EastBound A: 84 B: 172

WestBound A: 60 B: 44

NorthBound A: 1014 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 = (1014 + 262 + 60 + 172) / 1375 = 1.041 − 0.03 LOS = F

=1.011

ATCS

Developed by Chun Wong, *2004

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: PM Comments: INT# 46

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	72	3374	200	286	2297	428	238	427	322	403	435	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	3374	200	286	2297	428	238	427	322	403	435	64
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	0	1	0	2	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: 998 B: 286

EastBound A: 218 B: 403

WestBound A: 214 B: 238

NorthBound A: 854 B: 72

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 = (854 + 286 + 214 + 403) / 1375 = 1.237 − 0.03 LOS = F

=1.207

ATCS

Developed by Chun Wong, *2004

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA PKWY I/S No: 99156

AM/PM: PM Comments: INT# 47

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	2568	258	963	2322	0	350	0	947	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2568	258	963	2322	0	350	0	947	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	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 774 B: 530

EastBound A: 0 B: 0

WestBound A: 256 B: 193

NorthBound A: 942 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 = (942 + 530 + 256 + 0) / 1425 = 1.143 − .09 = F

−0.08 TPS

1.105

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

AM/PM: PM Comments: INT# 48

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	282	2619	378	289	2526	155	509	87	395	114	111	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	282	2619	378	289	2526	155	509	87	395	114	111	192
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	0	1	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: 670 B: 159

EastBound A: 114 B: 114

WestBound A: 315 B: 258

NorthBound A: 873 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 = A(N/B) + B(S/B)

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

V/C = (873 + 159 + 315 + 114) / 1376 = 0.995 − 0.03 LOS = E

−0.005 TPS

0.955

ATCS

20PMPMI2 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: MINDANAO WAY | I/S No: 20445

AM/PM: PM | Comments: INT# 49

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	198	2213	342	370	2028	138	298	703	302	0	850	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	2213	342	370	2028	138	298	703	302	0	850	99
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			2 0 1 0 1 0 0			0 0 1 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: 732 B: 370
EastBound A: 875 B: 0
WestBound A: 503 B: 164
NorthBound A: 738 B: 198

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 = (738 + 370 + 164 + 475) / *1375 = 1.201 LOS = F

-0.003 ATCS

-0.012 TPS

1.159

Developed by Chun Wong, 12-94

20PMPMI2 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: ROSE AV | I/S No: 20950

AM/PM: PM | Comments: INT# 50

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	198	1698	50	81	1836	182	99	200	78	187	371	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1698	50	81	1836	182	99	200	78	187	371	182
LANE	1 0 1 0 1 0 0			1 0 2 0 0 1 0			1 0 1 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: 918 B: 81
EastBound A: 277 B: 187
WestBound A: 200 B: 99
NorthBound A: 873 B: 198

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 = (198 + 918 + 200 + 187) / *1500 = 0.932 -0.003 LOS = E

=0.002

ATCS

Developed by Chun Wong, 12-94

20PMPMI2 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: LINCOLN BL | I/S No: 19780

AM/PM: PM | Comments: INT# 51

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	2985	0	0	1715	2981	0	2450	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2985	0	0	1715	2981	0	2450	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: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 746 B: 0
EastBound A: 613 B: 0
WestBound A: 429 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 = (0 + 746 + 0 + 613) / *1500 = 0.858 LOS = D

Developed by Chun Wong, 12-94

20PMPMI2 — CalcaDB — July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: TEALE ST (HUGHES WAY) | I/S No: 20255

AM/PM: PM | Comments: INT# 52

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	3820	666	203	2731	0	933	0	113	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3820	666	203	2731	0	933	0	113	0	0	0
LANE	0 0 3 0 1 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: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 668 B: 112
EastBound A: 0 B: 0
WestBound A: 57 B: 345
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) + B(S/B)

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

V/C = (955 + 112 + 345 + 0) / *1425 = 0.921 LOS = E

-0.003 ATCS

-0.007 TPS

0.884 LOS D

Developed by Chun Wong, 12-94

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

AM/PM: PM Comments: INT# 53

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	302	1734	123	273	1762	85	350	841	299	165	947	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	302	1734	123	273	1762	85	350	841	299	165	947	194
LANE	2	0	1	0	1	0	2	0	1	0	1	0	2	0	2	0	0	1	0	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: 924 B: 166

EastBound A: 316 B: 91

WestBound A: 421 B: 193

NorthBound A: 929 B: 166

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 = (166 + 924 + 421 + 91) / 1375 = 1.095 → 0.93 LOS = F

ATCS

= 1.065

Developed by Chen Wang, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

AM/PM: PM Comments: INT# 54

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	743	1926	339	341	1829	223	408	945	248	150	1090	749
AMBIENT												
RELATED												
PROJECT												
TOTAL	743	1926	339	341	1829	223	408	945	248	150	1090	749
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	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: Auto	

Critical Movements Diagram

SouthBound A: 884 B: 188

EastBound A: 545 B: 83

WestBound A: 473 B: 224

NorthBound A: 755 B: 409

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 = (409 + 884 + 224 + 545) / 1375 = 1.284 LOS = F

→ 0.88 ATCS

→ 0.812 TPS

1.242

Developed by Chen Wang, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20860

AM/PM: PM Comments: INT# 55

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	120	541	231	84	885	47	180	168	94	10	198	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	541	231	84	885	47	180	168	94	10	198	66
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	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: 932 B: 84

EastBound A: 272 B: 10

WestBound A: 442 B: 180

NorthBound A: 386 B: 120

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 = (120 + 932 + 180 + 272) / 1500 = 0.833 → 0.83 LOS = E

ATCS

= 0.903

Developed by Chen Wang, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20560

AM/PM: PM Comments: INT# 56

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	530	113	278	845	15	97	40	168	30	23	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	530	113	278	845	15	97	40	168	30	23	32
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 330 B: 278

EastBound A: 32 B: 30

WestBound A: 40 B: 97

NorthBound A: 265 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 = B(W/B) + A(E/B)

V/C = (265 + 330 + 97 + 32) / 1375 = 0.419 LOS = A

20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: PM Comments: INT# 57

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	2738	112	429	2482	425	95	781	540	284	903	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	2738	112	429	2482	425	95	781	540	284	903	87
LANE	1 0 3	0 1	0 0	2 0 3	0 0	1 0	1 0	1 0 1	0 0	2 0 2	0 0	1 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: 827 B: 236
EastBound A: 452 B: 156
WestBound A: 661 B: 95
NorthBound A: 713 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 = (713 + 236 + 661 + 156) / *1375 = 1.216 = D+03 LOS = F

= 1-184

ATCS

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20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

AM/PM: PM Comments: INT# 58

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	2764	172	324	3609	154	236	251	347	126	111	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	2764	172	324	3609	154	236	251	347	126	111	73
LANE	1 0 4	0 1	0	2 0 3	0 1	0	1 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: Auto	

Critical Movements Diagram

SouthBound A: 941 B: 178
EastBound A: 184 B: 126
WestBound A: 258 B: 236
NorthBound A: 691 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 = B(N/B) + A(S/B)

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

V/C = (174 + 941 + 236 + 184) / 1425 = 1.077 LOS = F

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20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

AM/PM: PM Comments: INT# 59

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	701	247	80	705	0	613	0	141	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	701	247	80	705	0	613	0	141	0	0	0
LANE	0 0 2	0 0	2 0	1 0 2	0 0	0	2 0	0 0	1	0 0 0	0 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 353 B: 80
EastBound A: 0 B: 0
WestBound A: 61 B: 227
NorthBound A: 481 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 = (481 + 80 + 227 + 0) / *1425 = 0.392 LOS = A

20PMPM12 — July 9, 2003, Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

AM/PM: PM Comments: INT# 60

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	133	1628	324	123	1864	664	341	446	244	638	549	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	1628	324	123	1864	664	341	446	244	638	549	92
LANE	1 0 2	0 1	0 0	1 0 2	0 1	0	2 0 2	0 1	0	2 0 1	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: 532 B: 123
EastBound A: 251 B: 361
WestBound A: 244 B: 158
NorthBound A: 651 B: 133

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 = (651 + 123 + 244 + 361) / *1375 = 0.926 LOS = E

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20PMPMI2 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: ROSECRANS AV | I/S No: 99328
AM/PM: PM | Comments: INT# 61
COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	222	2048	326	714	4014	329	270	602	584	140	340	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	2048	326	714	4014	329	270	602	584	140	340	151
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: Auto			Phasing: Prot-Var	RTOR: Auto			Phasing: Prot-Var	RTOR: Auto			Phasing: Prot-Var	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 1338 B: 393
EastBound A: 113 B: 77
WestBound A: 388 B: 149
NorthBound A: 512 B: 422

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 = (122 + 1338 + 388 + 77) / 1375 = 1.400 LOS = F

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: VENICE BL | I/S No: 99170
AM/PM: PM | Comments: INT# 62
COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	169	665	133	203	1249	240	340	1487	358	246	1586	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	665	133	203	1249	240	340	1487	358	246	1586	169
LANE	0	1	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto			Phasing: Prot-Fix	RTOR: Auto			Phasing: Prot-Fix	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 748 B: 203
EastBound A: 529 B: 246
WestBound A: 486 B: 340
NorthBound A: 798 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 = (798 + 203 + 340 + 529) / *1425 = 1.242 LOS = F

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: I-105 WB OFF RAMP | I/S No: 91001
AM/PM: PM | Comments: INT# 63
COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	3383	0	0	0	0	0	0	2043	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3383	0	0	0	0	0	0	2043	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
SIGNAL	Phasing: Perm	RTOR: <none>			Phasing: <none>	RTOR: <none>			Phasing: Perm	RTOR: Auto			Phasing: <none>	RTOR: <none>		

Critical Movements Diagram

SouthBound A: 0 B: 0
EastBound A: 0 B: 0
WestBound A: 755 B: 0
NorthBound A: 1128 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 = (1128 + 0 + 755 + 0) / 1500 = 1.256 = 0.03 LOS = F

=1.226
ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: 77TH ST/76TH ST | I/S No: 19860
AM/PM: PM | Comments: INT# 64
COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	73	3343	45	155	3404	384	60	59	76	318	72	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	3343	45	155	3404	384	60	59	76	318	72	70
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	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: 1135 B: 155
EastBound A: 72 B: 175
WestBound A: 76 B: 60
NorthBound A: 1129 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 = A(N/B) + B(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (1129 + 155 + 76 + 175) / *1425 = 1.007 - 0.03 LOS = F

=0.977
ATCS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

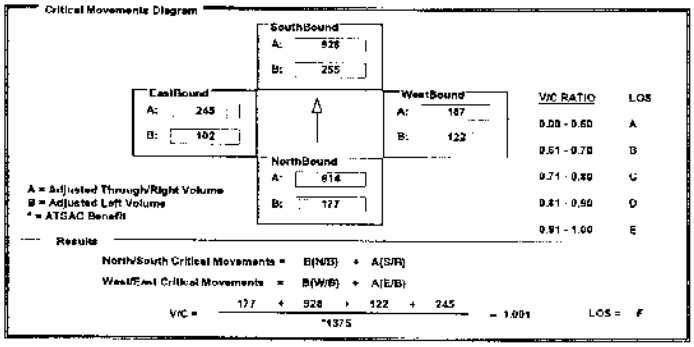
AM/PM: PM Comments: INT# 65

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	1785	56	463	1789	67	221	373	271	102	489	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	1785	56	463	1789	67	221	373	271	102	489	145
LANE	2	0	2	0	1	0	2	0	1	0	1	0	2	0	2	0	1	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: Auto	

Critical Movements Diagram



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 = (177 + 928 + 122 + 245) / *1375 = 1.001 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

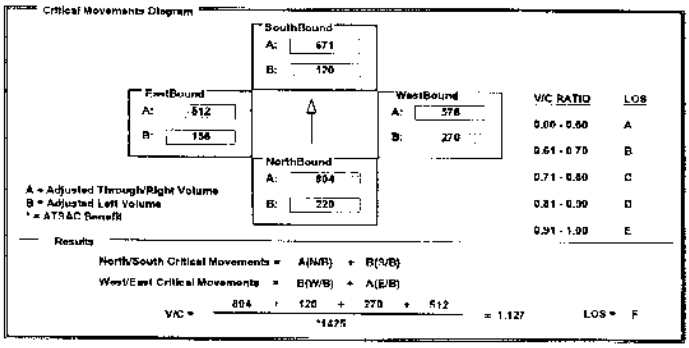
AM/PM: PM Comments: INT# 66

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	220	1607	502	120	1341	206	270	1734	230	156	1536	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	1607	502	120	1341	206	270	1734	230	156	1536	203
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (804 + 120 + 270 + 512) / *1425 = 1.127 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

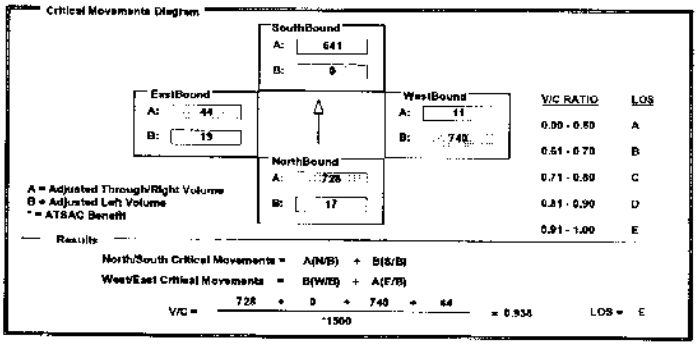
AM/PM: PM Comments: INT# 67

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	1456	1671	0	1922	1	1346	3	8	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1456	1671	0	1922	1	1346	3	8	19	0	25
LANE	1	0	2	0	0	2	0	0	0	2	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (728 + 0 + 740 + 44) / *1500 = 0.936 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

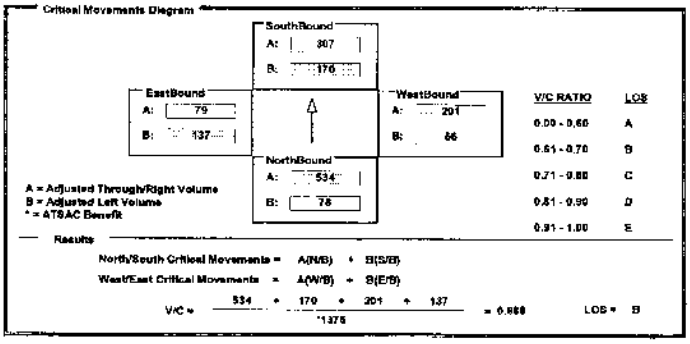
AM/PM: PM Comments: INT# 68

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	1067	136	170	922	199	56	61	201	249	79	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1067	136	170	922	199	56	61	201	249	79	79
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (534 + 176 + 201 + 137) / *1375 = 0.888 LOS = B

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20PMPM12

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: ALLARD W/E: JEFFERSON BL I/S No: 10915

AM/PM: PM Comments: INT# 69

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	190	0	155	146	0	142	129	1390	58	118	993	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	0	155	146	0	142	129	1390	58	118	993	88
LANE	1 0 1	0	0 1 0	2	0 0	0 1 0	1	0 3	0 0 1 0	1	0 3	0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 71 B: 80

EastBound A: 270 B: 118

WestBound A: 463 B: 129

NorthBound A: 90 B: 190

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 = (190 + 71 + 463 + 118) / *1375 = 0.542 =0.512 LOS = A

ATCS

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: PM Comments: INT# 70

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	0	122	0	1556	49	12	1378	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	0	122	0	1556	49	12	1378	0
LANE	0 0 0	0	0 0 0	1	0 0	0 1	0	0 2	0 1 0	1	0 4	0 0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 206 B: 206

EastBound A: 348 B: 12

WestBound A: 535 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 = (0 + 206 + 535 + 12) / *1500 = 0.432 =0.402 LOS = A

ATCS

Developed by Chun Wong, 12/94

20PMPM12

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July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: PM Comments: INT# 71

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	396	45	734	722	36	17	140	466	19	192	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	396	45	734	722	36	17	140	466	19	192	15
LANE	1 0 1	0	1 0 0	1	0 1	0 0	0	1 0	1 0 0	0	1 0	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: 379 B: 734

EastBound A: 225 B: 19

WestBound A: 466 B: 17

NorthBound A: 221 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 = A(N/B) + B(S/B)

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

V/C = (221 + 734 + 466 + 19) / *1500 = 0.890 =0.860 LOS = D

ATCS

Developed by Chun Wong, 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99298

AM/PM: PM Comments: INT# 72

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	385	1070	214	38	1537	249	108	839	27	137	701	902
AMBIENT												
RELATED												
PROJECT												
TOTAL	385	1070	214	38	1537	249	108	839	27	137	701	902
LANE	1 0 1	0	1 0 0	1	0 2	0 0	1	0	0 1 0	1	0 2	0 0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 819 B: 38

EastBound A: 709 B: 137

WestBound A: 533 B: 193

NorthBound A: 642 B: 385

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 = (385 + 819 + 193 + 709) / *1425 = 1.348 =1.318 LOS = F

ATCS

Developed by Chun Wong, 12/94

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INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20516

AM/PM: PM Comments: INT# 73

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	1177	417	627	1048	0	0	0	0	55	0	229
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1177	417	627	1048	0	0	0	0	55	0	229
LANE	0	0	2	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 345 B: 346

EastBound A: 143 B: 56

WestBound A: 0 B: 0

NorthBound A: 531 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
	F

Results

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

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

V/C = (531 + 345 + 0 + 143) / 1425 = 0.845 = 0.03 LOS = B

= 0.615 ATCS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: PM Comments: INT# 74

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	889	0	0	1433	43	225	28	393	32	0	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	889	0	0	1433	43	225	28	393	32	0	45
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	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: 462 B: 0

EastBound A: 77 B: 32

WestBound A: 215 B: 215

NorthBound A: 296 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	F

Results

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

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

V/C = (28 + 462 + 215 + 77) / 1425 = 0.500 = 0.03 LOS = A

= 0.470 ATCS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: PM Comments: INT# 75

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	136	0	12	0	1777	241	0	2805	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	136	0	12	0	1777	241	0	2805	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 74 B: 74

EastBound A: 701 B: 0

WestBound A: 573 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 = (0 + 74 + 0 + 701) / 1500 = 0.447 LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: PM Comments: INT# 76

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	187	624	132	166	8	674	1081	25	28	2003	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	187	624	132	166	8	674	1081	25	28	2003	62
LANE	1	0	2	0	0	2	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 87 B: 132

EastBound A: 516 B: 28

WestBound A: 389 B: 371

NorthBound A: 94 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 = B(W/B) + A(E/B)

V/C = (163 + 87 + 371 + 516) / 1425 = 0.728 = 0.03 LOS = B

= 0.698 ATCS

20PMPM12

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INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

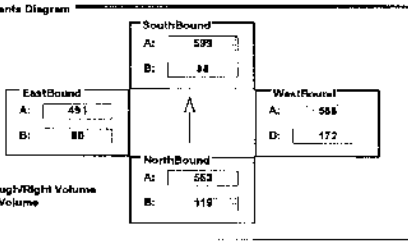
AM/PM: PM Comments: INT# 77

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	950	175	88	1040	157	172	1077	98	80	904	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	950	175	88	1040	157	172	1077	98	80	904	78
LANE	1 0 1	0 1 0	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



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 = (119 + 599 + 588 + 80) / 1500 = 0.854 -0.03 ATCS = 0.824 LOS = D

Developed by Chun Wong, 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

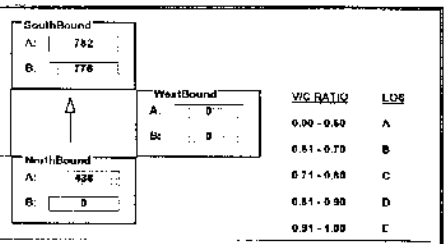
AM/PM: PM Comments: INT# 78

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	838	38	776	1564	0	26	0	624	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	838	38	776	1564	0	26	0	624	0	0	0
LANE	1 0 1	0 1 0	0	1 0 2	0 0 0	0	0 0 0	0 1 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: Free		Phasing: <none>	RTOR: <none>	

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 = +

V/C = (838 + 776 + +) / 1500 = 0.739 LOS = C

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20PMPM12

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

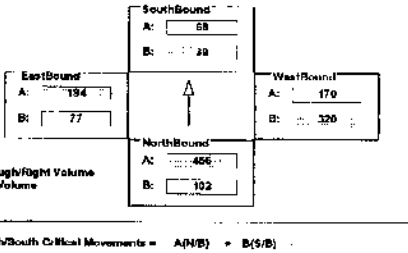
AM/PM: PM Comments: INT# 79

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	102	66	456	30	22	68	320	318	22	77	333	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	66	456	30	22	68	320	318	22	77	333	54
LANE	1 0 1	0 1 0	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



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 = (456 + 30 + 320 + 194) / 1500 = 0.597 LOS = A

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20PMPM12

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INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MARETTA AV I/S No: 20455

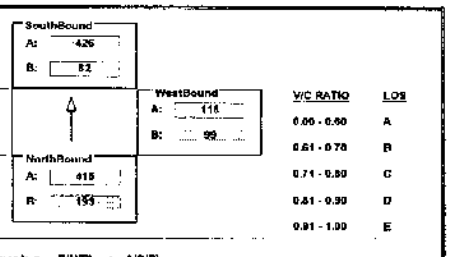
AM/PM: PM Comments: INT# 80

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	193	415	78	82	695	156	99	168	67	128	186	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	415	78	82	695	156	99	168	67	128	186	290
LANE	1 0 1	0 1 0	1 0	1 0 1	0 1 0	0	1 0 1	0 1 0	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



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 = (193 + 426 + 99 + 256) / 1500 = 0.593 -0.03 ATCS = 0.572 LOS = A

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HOGAN ST I/S No: 20253

AM/PM: PM Comments: INT# 81

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	4495	148	92	3361	0	178	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4495	148	92	3361	0	178	0	165	0	0	0
LANE	0 0 4 0 0 1 0			2 6 4 0 0 0 0			1 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: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 840 B: 61

EastBound A: 0 B: 0

WestBound A: 89 B: 114

NorthBound A: 1124 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 = (1124 + 51 + 114 + 0) / *1425 = 0.938 - 0.03 = 0.93 ATCS = 0.281 TPS

LOS = D

0.798 LOS C

Developed by Chen Wang, 12/94

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: PM Comments: INT# 82

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	483	633	112	132	685	243	151	882	83	240	1269	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	483	633	112	132	685	243	151	882	83	240	1269	0
LANE	2 1 0 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 343 B: 132

EastBound A: 423 B: 240

WestBound A: 322 B: 161

NorthBound A: 373 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) + A(S/B)

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

V/C = (373 + 343 + 161 + 423) / *1425 = 0.835 - 0.03 LOS = D

=0.805 ATCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: PM Comments: INT# 83

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	4	41	132	4	61	64	1520	34	19	1634	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	4	41	132	4	61	64	1520	34	19	1634	82
LANE	1 0 0 0 1 1 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 3 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: 65 B: 152

EastBound A: 429 B: 19

WestBound A: 518 B: 64

NorthBound A: 29 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 = (126 + 65 + 518 + 19) / *1600 = 0.415 - 0.03 LOS = A

= 0.385 ATCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: PM Comments: INT# 84

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	111	346	113	80	11	336	1233	62	36	1302	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	111	346	113	80	11	336	1233	62	36	1302	107
LANE	1 0 1 0 0 2 0			1 0 0 0 1 0 0			2 0 2 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 91 B: 113

EastBound A: 470 B: 36

WestBound A: 457 B: 186

NorthBound A: 111 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 = A(N/B) + B(S/B)

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

V/C = (111 + 113 + 186 + 470) / *1425 = 0.547 - 0.03 LOS = A

=0.517 ATCS

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 15912

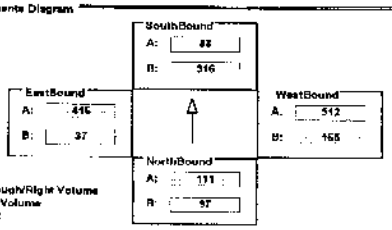
AM/PM: PM Comments: INT# 85

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	97	0	221	316	0	88	165	1410	126	37	1595	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	0	221	316	0	88	165	1410	126	37	1595	67
LANE	1 0 0 0 1			1 0 1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 3 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (111 + 316 + 165 + 416) / 1500 = 0.592 → 0.603 LOS = A

=0.572 ATCS

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

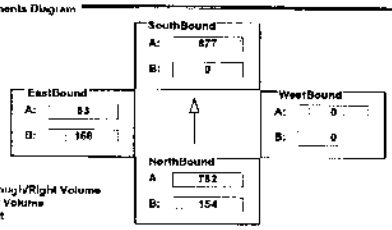
AM/PM: PM Comments: INT# 86

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	154	3129	0	0	2344	288	0	0	0	302	0	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3129	0	0	2344	288	0	0	0	302	0	83
LANE	1 0 4 0 0 0			0 0 2 0 1 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: Split	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (154 + 877 + 0 + 166) / 1500 = 0.728 LOS = C

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

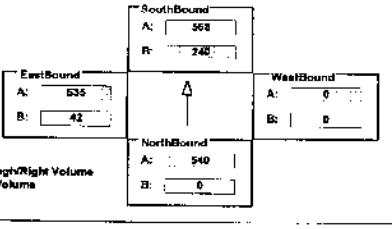
AM/PM: PM Comments: INT# 87

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	688	933	436	1136	0	0	0	0	42	1251	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	688	933	436	1136	0	0	0	0	42	1251	19
LANE	0 0 1 0 1 1 0			2 0 2 0 0 0 0			0 0 0 0 0 0 0			1 0 1 0 1 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (540 + 240 + 0 + 535) / 1425 = 0.923 → 0.903 LOS = E

=0.893 ATCS

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

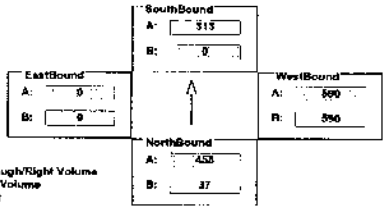
AM/PM: PM Comments: INT# 88

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	693	0	0	938	83	634	1137	487	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	693	0	0	938	83	634	1137	487	0	0	0
LANE	0 1 1 0 0 0			0 0 3 0 0 1 0			1 1 1 0 0 1 0			0 0 0 0 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (455 + 0 + 590 + 0) / 1425 = 0.665 → 0.703 LOS = B

=0.635 A-TCS

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

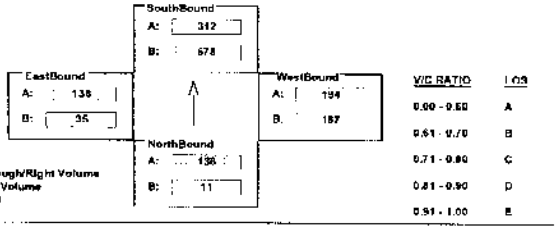
AM/PM: PM Comments: INT# 89

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	11	125	87	678	274	38	187	84	533	35	84	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	125	87	678	274	38	187	84	533	35	84	19
LANE	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (136 + 678 + 187 + 135) / 1426 = 0.729 ≈ 0.73 LOS = C

=0.699 A'CS 'B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

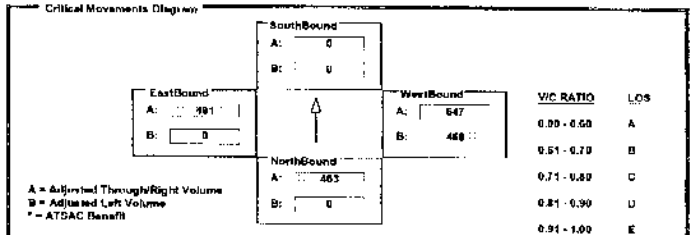
AM/PM: PM Comments: INT# 90

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	463	0	0	0	468	1294	0	0	982	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	463	0	0	0	468	1294	0	0	982	328
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (463 + 0 + 468 + 481) / 1600 = 0.948 LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

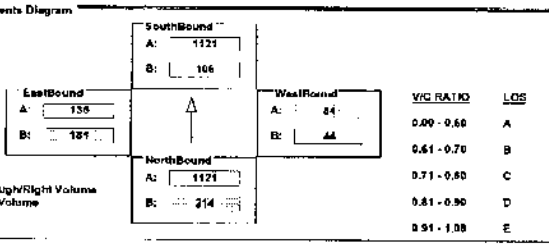
AM/PM: PM Comments: INT# 91

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	214	3363	55	106	3363	230	44	63	61	181	83	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	3363	55	106	3363	230	44	63	61	181	83	135
LANE	1	0	3	0	0	1	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



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 = (214 + 1121 + 84 + 181) / 1500 = 0.997 LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

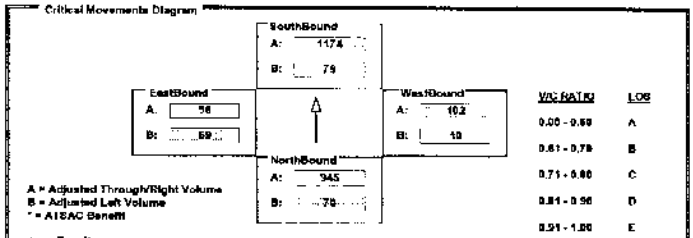
AM/PM: PM Comments: INT# 92

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	70	3758	22	79	3460	62	10	56	46	69	56	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	3758	22	79	3460	62	10	56	46	69	56	50
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	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



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 = (70 + 1174 + 102 + 69) / 1500 = 0.873 LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

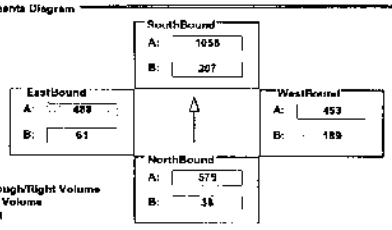
AM/PM: PM Comments: INT# 93

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	38	523	18	207	765	85	189	1314	44	81	1376	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	523	18	207	765	85	189	1314	44	81	1376	88
LANE	0 0 0 1 0 0 0			0 0 0 1 0 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



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

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

Results

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

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

V/C = (38 + 1056 + 189 + 488) / 1500 = 1.112 - 0.03 = 1.082 LOS = F ATCS

Developed by Chun Wong, 12-94

20PMPMI2 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 02001

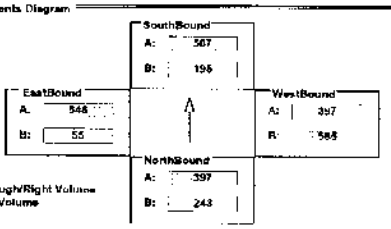
AM/PM: PM Comments: INT # 94

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	441	315	397	195	458	49	585	638	156	55	761	331
AMBIENT												
RELATED												
PROJECT												
TOTAL	441	315	397	195	458	49	585	638	156	55	761	331
LANE	2 0 1 0 0 1 0			1 0 0 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (397 + 567 + 585 + 548) / 1496 = 1.344 - 0.03 = 1.314 LOS = F ATCS

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20PMPMI2 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

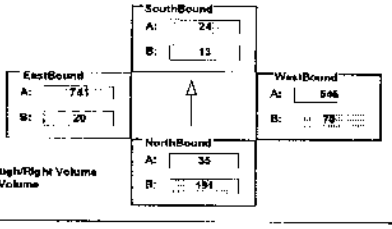
AM/PM: PM Comments: INT# 95

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	348	0	69	13	1	10	128	1629	10	20	2223	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	348	0	69	13	1	10	128	1629	10	20	2223	134
LANE	2 0 0 0 1 1 0			0 0 0 1 0 0 0			2 0 2 0 1 0 0			1 0 3 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (191 + 24 + 78 + 741) / 1560 = 0.684 LOS = B

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20PMPMI2 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

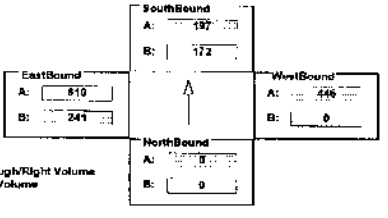
AM/PM: PM Comments: INT# 96

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	312	0	318	0	891	253	241	1219	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	318	0	891	253	241	1219	0
LANE	0 0 0 0 0 0			2 0 0 0 1 0			0 0 2 0 0 1 0			1 0 2 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 197 + 446 + 241) / 1428 = 0.528 LOS = B

Developed by Chun Wong, 12-94

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

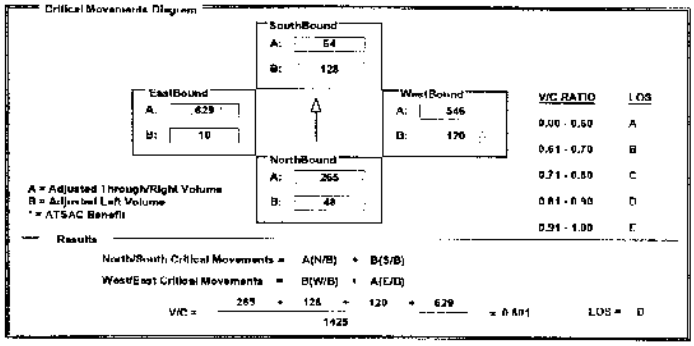
AM/PM: PM Comments: INT# 97

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	16	514	128	32	95	219	1595	42	19	1887	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	16	514	128	32	95	219	1595	42	19	1887	180
LANE	1	0	0	0	1	1	0	1	0	0	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Ftr	RTOR: Auto	Phasing: Prot-Lft	RTOR: Auto				

Critical Movements Diagram



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 = (265 + 128 + 170 + 629) / 1425 = 0.681 LOS = D

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20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

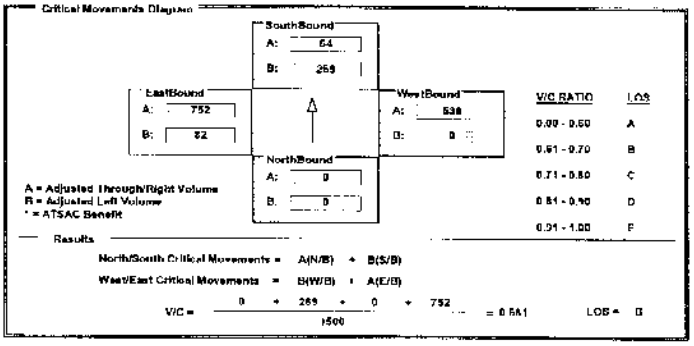
AM/PM: PM Comments: INT# 98

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	489	0	64	0	1060	338	82	1503	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	489	0	64	0	1060	338	82	1503	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 269 + 0 + 752) / 1500 = 0.681 LOS = B

Developed by Chun Wong, 1994

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

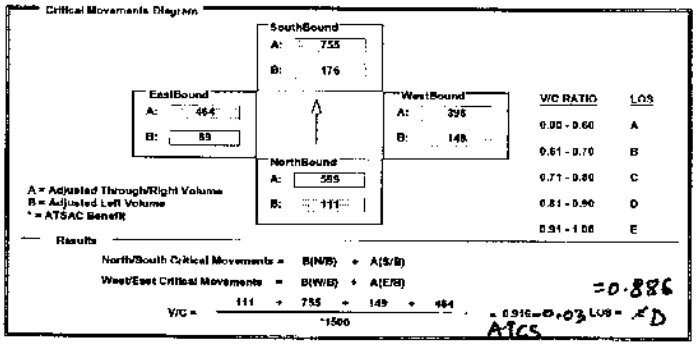
AM/PM: PM Comments: INT# 99

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	111	1197	170	176	1510	272	253	798	133	161	840	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	1197	170	176	1510	272	253	798	133	161	840	88
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	1	0	2	0	0	1	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



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 = (111 + 755 + 148 + 464) / 1500 = 0.916 = 0.03 LOS = D

=0.886

Atcs

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20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

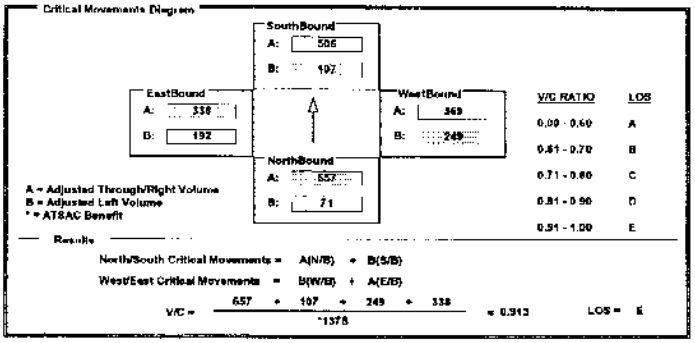
AM/PM: PM Comments: INT# 100

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	129	1129	184	194	1011	175	249	738	199	192	675	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1129	184	194	1011	175	249	738	199	192	675	217
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	1	0	2	0	0	1	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: Auto				

Critical Movements Diagram



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 = (657 + 107 + 249 + 336) / 1378 = 0.913 LOS = E

Developed by Chun Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

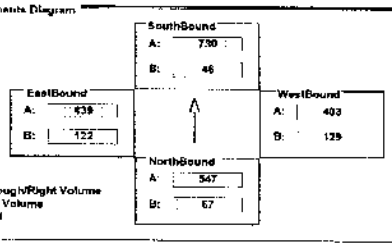
AM/PM: PM Comments: INT# 101

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	121	1093	45	48	1458	217	129	1017	192	221	878	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1093	45	48	1458	217	129	1017	192	221	878	240
LANE	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	2	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



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 = (67 + 730 + 129 + 439) / *1375 = 0.923 LOS = E

Developed by Chen Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

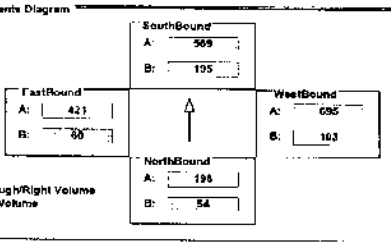
AM/PM: PM Comments: INT# 102

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	396	209	195	1138	314	103	1033	357	60	1135	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	396	209	195	1138	314	103	1033	357	60	1135	128
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	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



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 = (54 + 569 + 695 + 60) / *1375 = 0.932 LOS = E

Developed by Chen Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

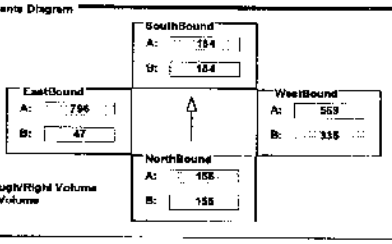
AM/PM: PM Comments: INT# 103

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	185	125	290	229	139	108	335	1138	426	47	1591	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	125	290	229	139	108	335	1138	426	47	1591	218
LANE	1	1	0	0	0	1	0	1	1	0	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	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



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 = (155 + 184 + 335 + 796) / *1375 = 0.999 → 0.03 LOS = E

=0.969 ATCS

Developed by Chen Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

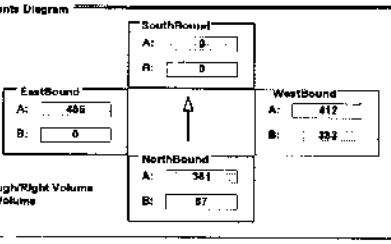
AM/PM: PM Comments: INT# 104

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	159	0	573	0	0	0	697	624	0	0	853	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	0	573	0	0	0	697	624	0	0	853	59
LANE	2	0	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto	

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) + A(S/B)

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

V/C = (381 + 0 + 373 + 486) / *1425 = 0.756 LOS = C

Developed by Chen Wong, 1994

20PMPMI2

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July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV | W/E: SLAUSON AV | I/S No: 99232

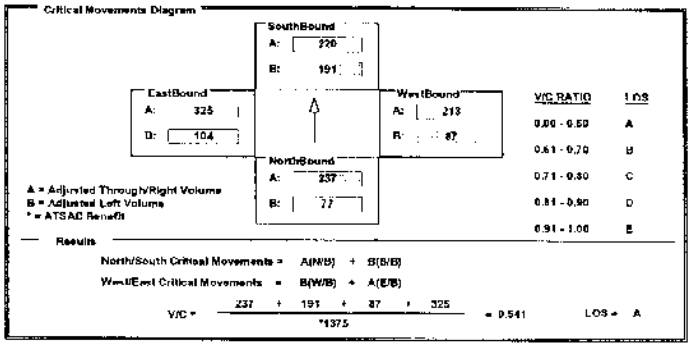
AM/PM: PM | Comments: INT# 105

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	474	234	348	419	21	159	640	289	104	826	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	474	234	348	419	21	159	640	289	104	826	151
LANE	2	0	2	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (237 + 191 + 87 + 325) / *1375 = 0.541 LOS = A

Developed by Chun Wong 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL | W/E: SLAUSON AV | I/S No: 99242

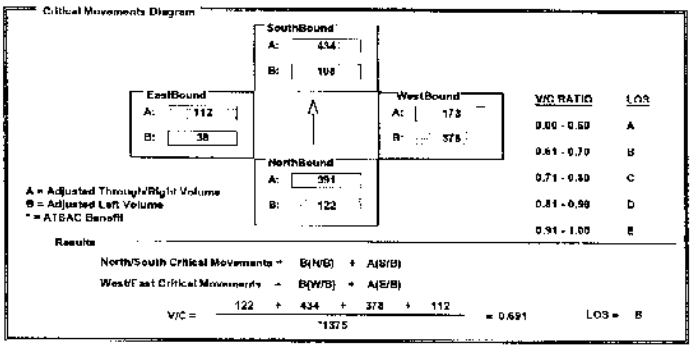
AM/PM: PM | Comments: INT# 106

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	122	1161	580	108	1167	135	688	96	77	38	112	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	1161	580	108	1167	135	688	96	77	38	112	153
LANE	1	0	3	0	1	0	1	0	2	0	1	0	2	0	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (122 + 434 + 378 + 112) / *1375 = 0.691 LOS = B

Developed by Chun Wong 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY | W/E: SLAUSON AV | I/S No: 99244

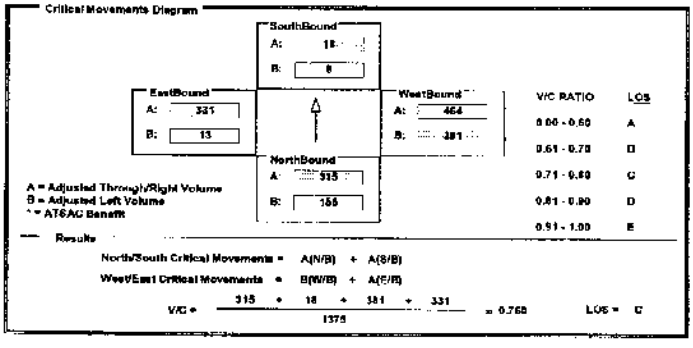
AM/PM: PM | Comments: INT# 107

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	3	1266	6	5	13	1030	928	7	13	992	510
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	3	1266	6	5	13	1030	928	7	13	992	510
LANE	1	1	0	0	0	2	0	1	0	0	1	0	0	3	0	2	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram



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 = (315 + 18 + 381 + 331) / 1375 = 0.768 LOS = C

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HOLLYWOOD AV | W/E: WASHINGTON BL | I/S No: 99210

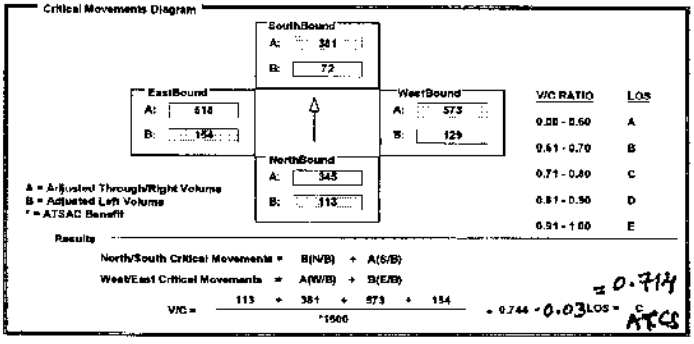
AM/PM: PM | Comments: INT# 108

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	135	97	72	237	72	129	1146	55	154	1038	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	135	97	72	237	72	129	1146	55	154	1038	118
LANE	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	2	0	0	1	0	2	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (113 + 381 + 573 + 154) / *1500 = 0.744 - 0.03 = 0.714 LOS = C ATCS

Developed by Chun Wong 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

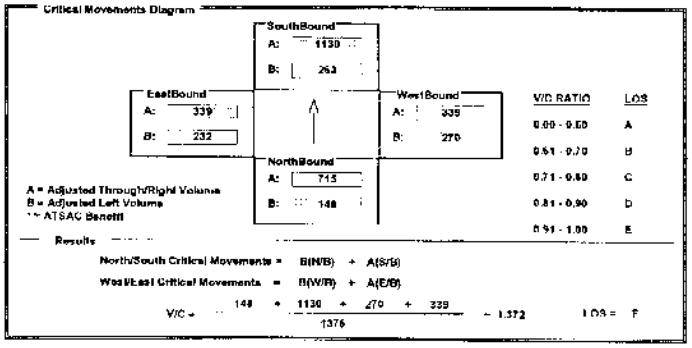
AM/PM: PM Comments: INT# 109

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	1429	151	263	2026	234	270	598	80	232	598	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1429	151	263	2026	234	270	598	80	232	598	79
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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (148 + 1130 + 270 + 339) / 1376 = 1.372 LOS = F

Developed by Chun Wong, 1254

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

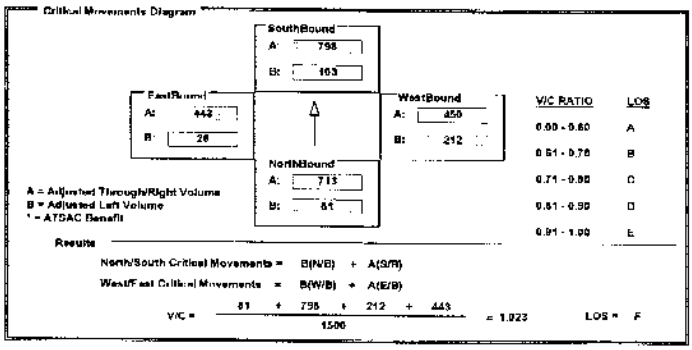
AM/PM: PM Comments: INT# 110

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	61	559	154	103	798	51	212	450	104	26	443	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	559	154	103	798	51	212	450	104	26	443	99
LANE	1 0 0 1 0 0			1 0 1 0 0 1			1 0 1 0 1 0			1 0 1 0 0 1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (61 + 798 + 212 + 443) / 1506 = 1.023 LOS = F

Developed by Chun Wong, 1254

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

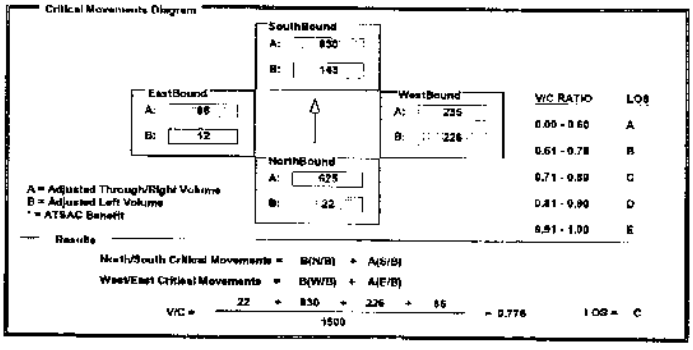
AM/PM: PM Comments: INT# 111

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	1112	138	143	1313	346	226	125	110	12	74	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	1112	138	143	1313	346	226	125	110	12	74	23
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 0 0 1 0 0			0 1 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (22 + 830 + 226 + 86) / 1509 = 0.776 LOS = C

Developed by Chun Wong, 1254

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

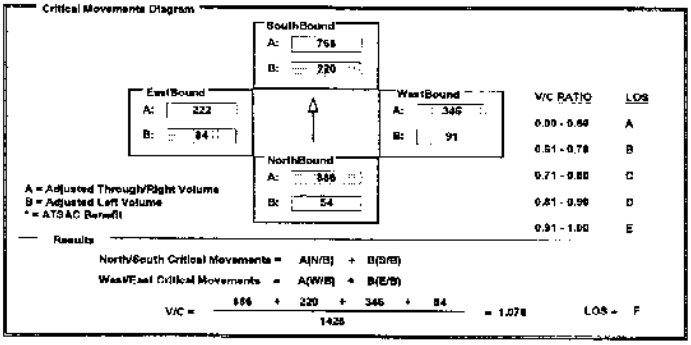
AM/PM: PM Comments: INT# 112

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	1532	239	400	1464	71	91	97	595	84	180	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	1532	239	400	1464	71	91	97	595	84	180	42
LANE	1 0 1 0 1 0 0			2 0 1 0 1 0			1 0 0 0 1 1 0			0 1 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (886 + 220 + 345 + 84) / 1426 = 1.078 LOS = F

Developed by Chun Wong, 1254

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

AM/PM: PM Comments: INT# 113

COUNT DATE: STUDY DATE: GROWTH FACTOR:

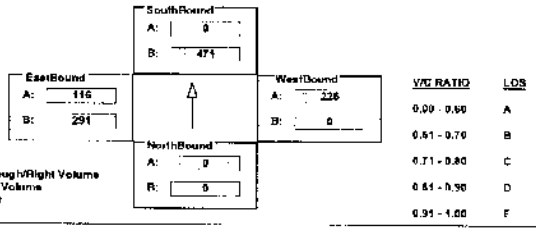
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	857	0	253	0	226	642	291	232	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	857	0	253	0	226	642	291	232	0

LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	1	0	2	0	0	0

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

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)

$$V/C = \frac{0 + 471 + 226 + 291}{1500} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 1234

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

AM/PM: PM Comments: INT# 114

COUNT DATE: STUDY DATE: GROWTH FACTOR:

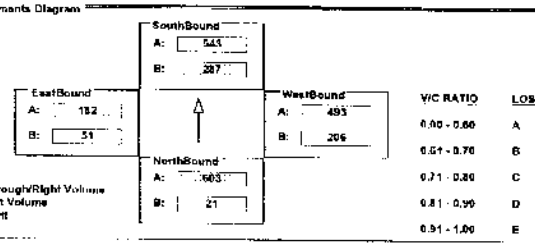
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	1001	204	522	1021	64	272	140	637	51	113	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1001	204	522	1021	64	272	140	637	51	113	69

LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0

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

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) + A(E/B)

$$V/C = \frac{603 + 287 + 493 + 182}{1375} = 1.138 \qquad LOS = F$$

Developed by Chun Wong, 1234

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

AM/PM: PM Comments: INT# 115

COUNT DATE: STUDY DATE: GROWTH FACTOR:

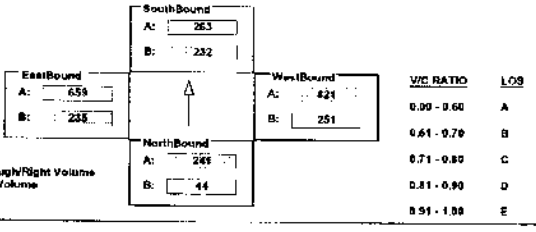
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	127	241	421	151	263	251	1479	162	235	1280	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	127	241	421	151	263	251	1479	162	235	1280	38

LANE	0	1	0	0	1	0	0	2	0	1	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



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)

$$V/C = \frac{241 + 252 + 821 + 235}{1500} = 1.349 \qquad LOS = F$$

Developed by Chun Wong, 1234

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99185

AM/PM: PM Comments: INT# 116

COUNT DATE: STUDY DATE: GROWTH FACTOR:

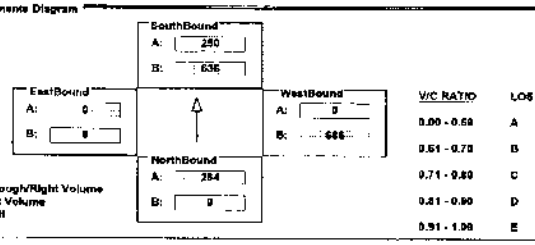
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	567	895	636	750	0	1248	0	535	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	567	895	636	750	0	1248	0	535	0	0	0

LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0

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

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(E/B)

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

$$V/C = \frac{284 + 636 + 686 + 0}{1425} = 1.127 \qquad LOS = F$$

Developed by Chun Wong, 1234

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

AM/PM: PM Comments: INT# 117

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	125	340	402	220	407	63	347	505	87	91	538	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	340	402	220	407	63	347	505	87	91	538	123
LANE	1	0	1	0	1	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: Prot Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 235 B: 220

EastBound A: 331 B: 91

WestBound A: 296 B: 347

NorthBound A: 402 B: 125

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 = (402 + 220 + 347 + 331) / 1375 = 0.945 LOS = E

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NEILSON WAY W/E: PICO BL I/S No: 99315

AM/PM: PM Comments: INT# 118

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	26	1032	179	293	1578	47	316	130	241	95	175	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1032	179	293	1578	47	316	130	241	95	175	49
LANE	1	0	2	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 813 B: 161

EastBound A: 112 B: 95

WestBound A: 130 B: 316

NorthBound A: 516 B: 26

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 = (26 + 813 + 316 + 112) / 1425 = 0.889 LOS = D

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

AM/PM: PM Comments: INT# 119

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	168	2903	86	83	3670	63	274	91	248	65	56	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	2903	86	83	3670	63	274	91	248	65	56	105
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 933 B: 83

EastBound A: 161 B: 65

WestBound A: 206 B: 274

NorthBound A: 747 B: 168

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 = (168 + 933 + 274 + 161) / 1425 = 1.079 LOS = F

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

AM/PM: PM Comments: INT# 120

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	247	2313	203	210	3452	217	361	211	409	333	135	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	2313	203	210	3452	217	361	211	409	333	135	190
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	1	1	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 917 B: 210

EastBound A: 190 B: 333

WestBound A: 304 B: 191

NorthBound A: 578 B: 247

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 = (247 + 917 + 304 + 333) / 1375 = 1.310 LOS = F

Developed by Chun Wong 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

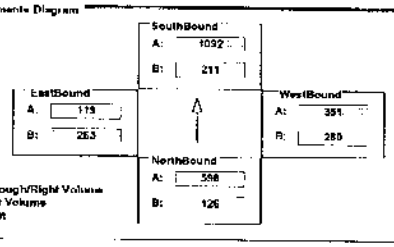
AM/PM: PM Comments: INT# 121

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	1645	150	384	3277	165	280	351	280	263	173	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1645	150	384	3277	165	280	351	280	263	173	64
LANE	1 0 2	0 1 0		0 2 0	3 0 0		1 0 1	0 0 1	0	1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (126 + 1092 + 351 + 263) / 1375 = 1.332 LOS = F

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

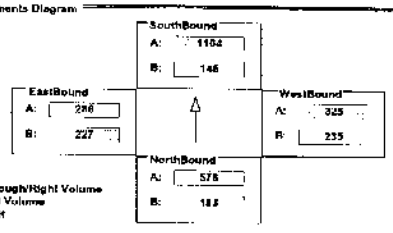
AM/PM: PM Comments: INT# 122

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	183	1579	155	264	3120	193	235	650	245	227	572	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1579	155	264	3120	193	235	650	245	227	572	193
LANE	1 0 2	0 1 0		0 2 0	2 0 1	0 0	1 0 2	0 0 1	0	1 0 2	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (183 + 1104 + 325 + 227) / 1375 = 1.337 LOS = F

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

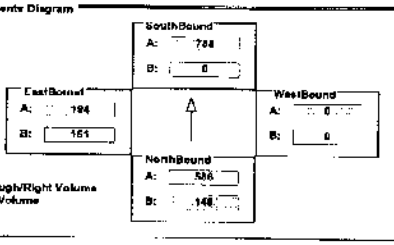
AM/PM: PM Comments: INT# 123

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	1171	0	0	1500	76	0	0	0	161	0	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1171	0	0	1500	76	0	0	0	161	0	194
LANE	1 0 2	0 0 0		0 0 1	0 1 0		0 0 0	0 0 0		1 0 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (148 + 788 + 0 + 194) / 1500 = 0.653 - 0.03 LOS = B

=0.653
ATCS

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

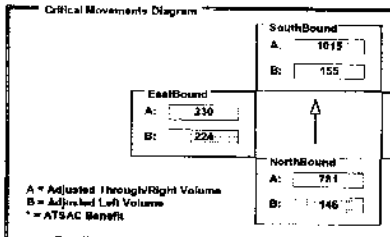
AM/PM: PM Comments: INT# 124

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	146	1356	206	155	1944	65	368	496	121	224	459	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1356	206	155	1944	65	368	496	121	224	459	147
LANE	1 0 1	0 1 0		1 0 1	0 0		2 0 1	0 1 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: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (146 + 1615 + 309 + 224) / 1375 = 1.232 LOS = F

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

AM/PM: PM Comments: INT# 125

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	928	272	204	631	0	468	0	453	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	928	272	204	631	0	468	0	453	0	0	0
LANE	0	2	0	1	0	1	2	0	0	0	1	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 316 B: 204

EastBound A: 0 B: 0

WestBound A: 206 B: 387

NorthBound A: 464 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 = (464 + 204 + 387 + 0) / 1425 = 0.684 LOS = B

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

AM/PM: PM Comments: INT# 126

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	570	905	4	4	1235	199	8	31	27	209	4	694
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	905	4	4	1235	199	8	31	27	209	4	694
LANE	2	0	1	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 618 B: 4

EastBound A: 349 B: 209

WestBound A: 37 B: 6

NorthBound A: 455 B: 314

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 = (314 + 618 + 37 + 349) / 1375 = 0.959 LOS = E

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

AM/PM: PM Comments: INT# 127

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	127	309	129	158	299	71	169	993	186	68	686	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	309	129	158	299	71	169	993	186	68	686	209
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 185 B: 158

EastBound A: 448 B: 68

WestBound A: 590 B: 169

NorthBound A: 219 B: 127

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 = (219 + 158 + 590 + 68) / 1425 = 0.726 LOS = C

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 98282

AM/PM: PM Comments: INT# 128

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	433	50	141	750	508	133	520	123	409	434	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	433	50	141	750	508	133	520	123	409	434	43
LANE	1	0	1	0	1	0	0	1	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 629 B: 141

EastBound A: 259 B: 409

WestBound A: 322 B: 133

NorthBound A: 242 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 = B(N/B) + A(S/B)

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

V/C = (46 + 629 + 322 + 409) / 1375 = 1.023 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

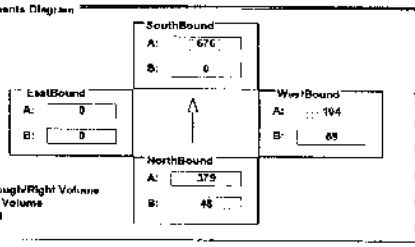
AM/PM: PM Comments: INT# 129

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	379	0	0	676	21	69	35	101	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	379	0	0	676	21	69	35	101	0	0	0
LANE	1	0	1	0	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

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) + A(E/B)

$$V/C = \frac{48 + 676 + 104 + 0}{1500} = 0.552 \qquad LOS = A$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

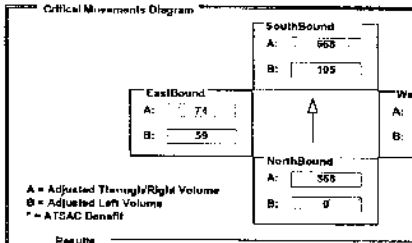
AM/PM: PM Comments: INT# 130

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	368	115	105	668	0	0	0	0	59	7	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	368	115	105	668	0	0	0	0	59	7	74
LANE	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

$$V/C = \frac{0 + 668 + 0 + 74}{1500} = 0.495 \qquad LOS = A$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

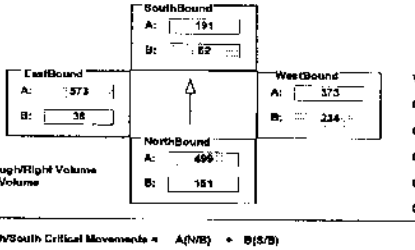
AM/PM: PM Comments: INT# 131

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	499	369	62	366	15	234	1018	101	38	1146	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	499	369	62	366	15	234	1018	101	38	1146	167
LANE	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



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)

$$V/C = \frac{499 + 62 + 234 + 573}{1500} = 0.912 \qquad LOS = E$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

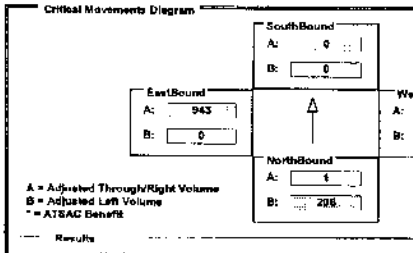
AM/PM: PM Comments: INT# 132

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	206	0	132	0	0	0	282	1253	0	0	1697	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	0	132	0	0	0	282	1253	0	0	1697	189
LANE	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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 = B(W/B) + A(E/B)

$$V/C = \frac{206 + 0 + 282 + 943}{1425} = 0.990 \qquad LOS = E$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST | W/E: OCEAN PARK BL | I/S No: 99280

AM/PM: PM | Comments: INT# 133

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	455	176	26	646	35	355	968	38	0	1120	293
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	455	176	26	646	35	355	968	38	0	1120	293
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 0 1	0 1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 672 B: 26

EastBound A: 707 B: 0

WestBound A: 1005 B: 355

NorthBound A: 584 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{134 + 672 + 355 + 707}{1425} = 1.311 \qquad LOS = F$$

Developed by Chun Wong 12/94

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: PICO BL | I/S No: 99302

AM/PM: PM | Comments: INT# 134

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	312	109	351	507	621	88	751	153	417	1233	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	312	109	351	507	621	88	751	153	417	1233	29
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 0 1	0 1 0	1 0 1	0 1 0	1 0 0	2 0 1	0 1 0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 507 B: 351

EastBound A: 631 B: 229

WestBound A: 452 B: 88

NorthBound A: 211 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{81 + 507 + 88 + 631}{1425} = 0.917 \qquad LOS = E$$

Developed by Chun Wong 12/94

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: OCEAN PARK BL | I/S No: 99304

AM/PM: PM | Comments: INT# 135

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	292	0	211	0	943	163	118	1175	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	292	0	211	0	943	163	118	1175	0
LANE	0 0 0	0 0 0	1 0 0	0 0 1	1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 1 1	0 0 0	0 1 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 211 B: 292

EastBound A: 842 B: 118

WestBound A: 472 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)

$$V/C = \frac{0 + 292 + 0 + 943}{1500} = 0.823 \qquad LOS = D$$

Developed by Chun Wong 12/94

20PMPM12 — July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST | W/E: WILSHIRE BL | I/S No: 99284

AM/PM: PM | Comments: INT# 136

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	822	166	103	536	96	151	1414	223	139	1386	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	822	166	103	536	96	151	1414	223	139	1386	89
LANE	1 0 1	0 1 0	1 0 0	1 0 0	1 0 1	0 1 0	1 0 1	0 1 0	1 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: 316 B: 103

EastBound A: 738 B: 139

WestBound A: 819 B: 151

NorthBound A: 394 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 = A(N/B) + B(S/B)

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

$$V/C = \frac{394 + 103 + 819 + 139}{1500} = 0.978 \qquad LOS = E$$

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST | W/E: COLORADO AV | I/S No: 99286

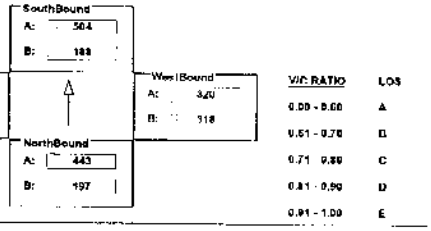
AM/PM: PM | Comments: INT# 137

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	197	714	172	188	932	75	318	542	98	147	444	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	714	172	188	932	75	318	542	98	147	444	333
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	2	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



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 = (197 + 504 + 318 + 222) / 1376 = 0.903 LOS = E

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: I-10 EB ON RAMP | I/S No: 99288

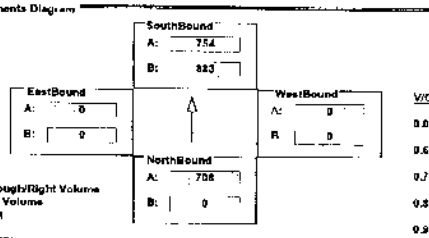
AM/PM: PM | Comments: INT# 138

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	423	708	1606	1487	21	0	0	0	0	0	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	423	708	1606	1487	21	0	0	0	0	0	168
LANE	0	0	2	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Free

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) + A(E/B)

V/C = (708 + 833 + 0 + 0) / 1425 = 1.116 LOS = F

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL | W/E: I-10 WB OFF RAMP | I/S No: 99300

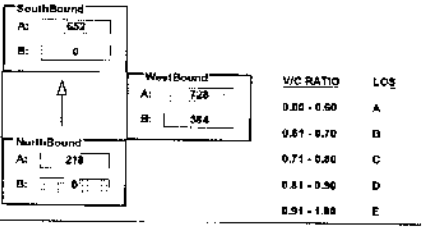
AM/PM: PM | Comments: INT# 139

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	436	0	0	2609	0	698	0	1323	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	436	0	0	2609	0	698	0	1323	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	<none>	Split	Auto	<none>	<none>

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) + A(E/B)

V/C = (0 + 652 + 728 + 0) / 1500 = 0.920 LOS = E

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST | W/E: CENTINELA AV | I/S No: 99187

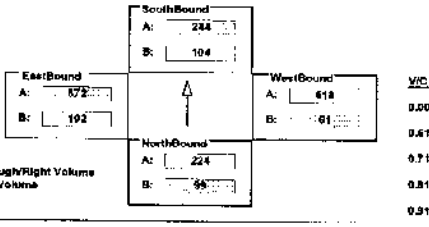
AM/PM: PM | Comments: INT# 140

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	99	67	58	104	79	61	61	1017	18	102	1460	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	67	58	104	79	61	61	1017	18	102	1460	283
LANE	0	0	0	1	0	0	0	0	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



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 = (99 + 244 + 61 + 672) / 1500 = 0.784 LOS = C

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AV I/S No: 99190

AM/PM: PM Comments: INT# 141

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	0	23	28	0	88	39	1256	40	107	1612	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	28	0	88	39	1256	40	107	1612	56
LANE	1	0	0	0	1	0	1	0	0	0	1	0	1	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: 88 B: 28

EastBound A: 934 B: 107

WestBound A: 648 B: 39

NorthBound A: 23 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 = B(N/B) + A(S/B)

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

V/C = (27 + 88 + 39 + 934) / 1500 = 0.724 → 0.03 LOS = C

ATCS = 0.604

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20PMPM12 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL RAMP W/E: CULVER BL (SOUTHEAST) I/S No: 99412

AM/PM PM Comments: INT# 142

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	684	0	0	0	31	1256	0	0	621	517
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	684	0	0	0	31	1256	0	0	621	517
LANE	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 311 B: 0

WestBound A: 1256 B: 31

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 = (311 + 0 + 1256 + 31) / 1500 = 0.844 LOS = A

0.728 A

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20PMPM12 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

AM/PM: PM Comments: INT# 143

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	49	4	19	42	3	39	9	1584	19	85	2230	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	4	19	42	3	39	9	1584	19	85	2230	115
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 84 B: 42

EastBound A: 782 B: 66

WestBound A: 534 B: 9

NorthBound A: 72 B: 49

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 = (49 + 84 + 9 + 782) / 1425 = 0.648 LOS = B

Developed by Chun Wong, 1994

20PMPM12 July 9, 2003 ,Wednesday 04:03:46 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

AM/PM: PM Comments: INT# 144

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	15	48	97	35	21	113	1617	178	16	2142	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	15	48	97	35	21	113	1617	178	16	2142	16
LANE	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 35 B: 97

EastBound A: 719 B: 16

WestBound A: 556 B: 113

NorthBound A: 63 B: 29

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 = (63 + 97 + 113 + 719) / 1425 = 0.696 LOS = B

Developed by Chun Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

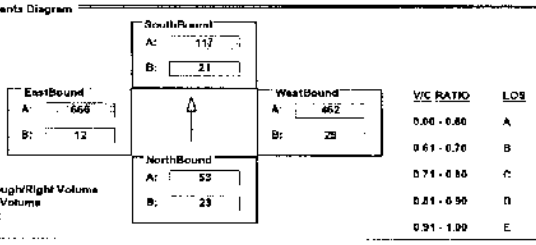
AM/PM: PM Comments: INT# 145

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	23	0	30	21	0	123	29	1387	15	22	1940	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	30	21	0	123	29	1387	15	22	1940	57
LANE	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (23 + 117 + 29 + 666) / 1425 = 0.586 LOS = A

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20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

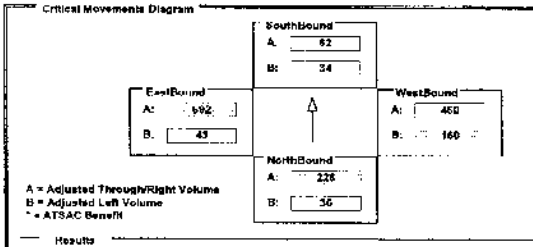
AM/PM: PM Comments: INT# 146

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	8	228	34	11	17	160	1366	13	43	1994	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	8	228	34	11	17	160	1366	13	43	1994	83
LANE	0	1	0	0	0	1	0	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



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 = (228 + 34 + 160 + 992) / 1500 = 0.743 LOS = C

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

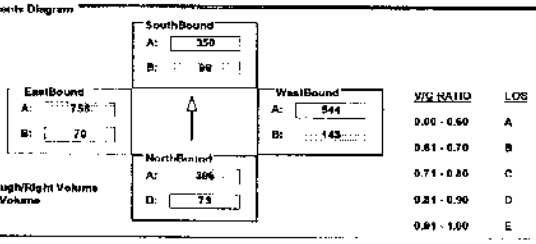
AM/PM: PM Comments: INT# 147

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	149	174	99	251	35	143	1513	120	70	2140	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	149	174	99	251	35	143	1513	120	70	2140	133
LANE	0	0	0	1	0	0	0	1	0	0	1	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (396 + 99 + 143 + 758) / 1375 = 1.015 LOS = F

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AVII 405 SB RAMPS I/S No: 99254

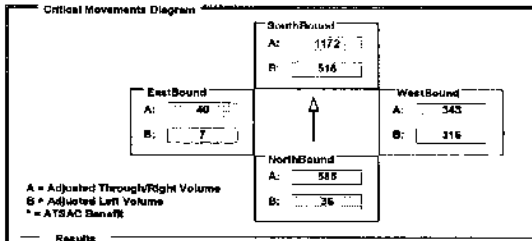
AM/PM: PM Comments: INT# 148

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	772	181	516	1088	84	316	27	156	7	31	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	772	181	516	1088	84	316	27	156	7	31	2
LANE	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (36 + 1172 + 345 + 40) / 1375 = 1.087 LOS = F

Developed by Chun Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON PL | I/S No: 99262

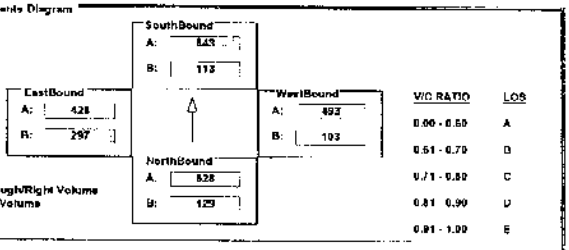
AM/PM: PM | Comments: INT# 149

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	129	390	238	113	957	277	103	714	271	297	702	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	390	238	113	957	277	103	714	271	297	702	153
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 0 1	1 0 1	1 0 1	1 0 1	1 0 1	1 0 1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (129 + 843 + 493 + 297) / *1600 = 1.105 = D LOS = F

= 1.075

ATCS

Developed by Chun Wong, 1994

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON BL | I/S No: 99260

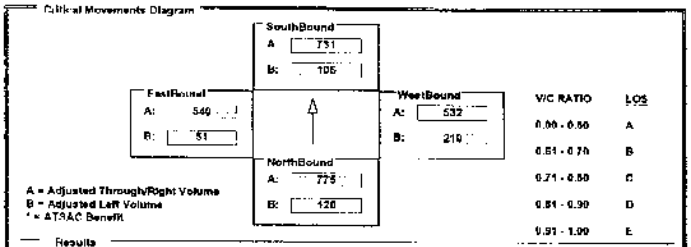
AM/PM: PM | Comments: INT# 150

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	120	633	197	108	975	63	210	977	86	51	972	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	633	197	108	975	63	210	977	86	51	972	108
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 0 1	1 0 1	1 0 1	1 0 1	1 0 1	1 0 1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (775 + 105 + 210 + 540) / *1500 = 1.017 = D LOS = E

= 0.987

ATCS

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: I-405 SB OFF RAMP N/O CULVER B | I/S No: 99258

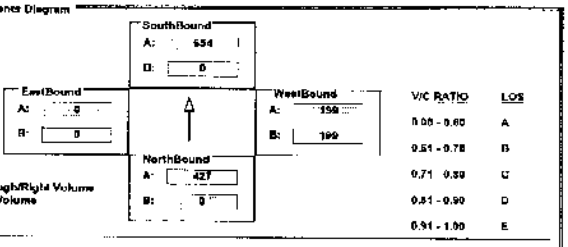
AM/PM: PM | Comments: INT# 151

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	854	0	0	1308	0	368	0	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	854	0	0	1308	0	368	0	32	0	0	0
LANE	0 0 2	0 0 0	0 0 2	0 0 0	1 0 0	0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	<none>	<none>				

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) + A(E/B)

V/C = (0 + 854 + 199 + 0) / *1500 = 0.499 LOS = A

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: BRADDOCK DR | I/S No: 99156

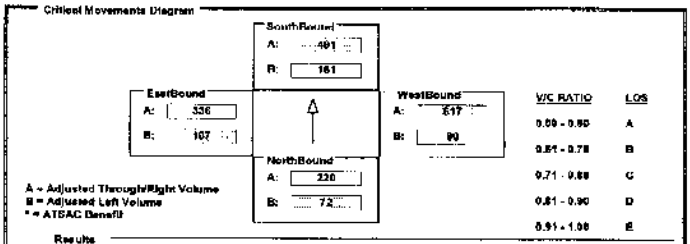
AM/PM: PM | Comments: INT# 152

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	72	351	88	161	759	222	90	385	162	107	201	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	351	88	161	759	222	90	385	162	107	201	135
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 1 0	1 0 0	0 0 1	0 0 1	0 0 0	1 0 0	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



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(S/B)

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

V/C = (72 + 491 + 517 + 107) / *1500 = 0.786 = C LOS = C

= 0.758

ATCS

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

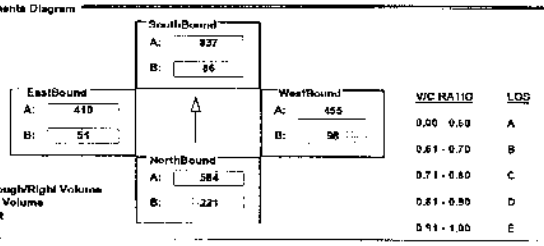
AM/PM: PM Comments: INT# 153

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	221	1044	123	86	1555	118	98	292	65	51	221	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	1044	123	86	1555	118	98	292	65	51	221	138
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 1 0	1 0 0	0 0 1	0 0 0		0 0 1	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



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 = (221 + 837 + 98 + 410) / 1500 = 0.974 LOS = F

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

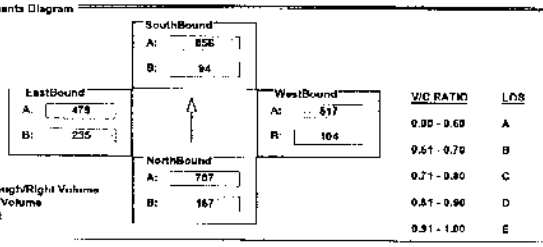
AM/PM: PM Comments: INT# 154

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	1332	81	94	1449	264	104	855	179	235	798	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1332	81	94	1449	264	104	855	179	235	798	159
LANE	1 0 1	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



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 = (167 + 856 + 517 + 235) / 1500 = 1.013 LOS = F

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

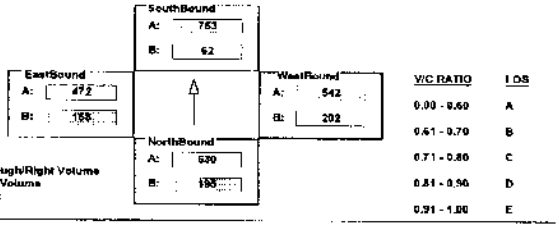
AM/PM: PM Comments: INT# 155

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	195	1161	99	62	1378	147	202	949	135	158	769	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1161	99	62	1378	147	202	949	135	158	769	174
LANE	1 0 1	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



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 = (195 + 763 + 542 + 158) / 1500 = 1.035 LOS = F

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

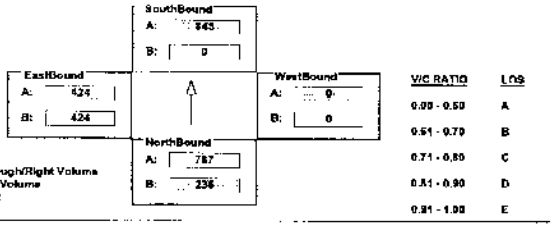
AM/PM: PM Comments: INT# 156

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	1573	0	0	1685	240	0	0	0	632	0	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1573	0	0	1685	240	0	0	0	632	0	215
LANE	1 0 2	0 0 0		0 0 2	0 0 1	0	0 0 0	0 0 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Ltx	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (236 + 843 + 0 + 424) / 1425 = 0.985 LOS = E

Developed by Chun Wong 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: VENICE BL | I/S No: 99248

AM/PM: PM | Comments: INT# 157

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	1164	226	112	1320	151	449	2374	212	209	1950	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1164	226	112	1320	151	449	2374	212	209	1950	214
LANE	1 0 2	0 0 1 0		1 0 2	0 0 1 0		2 0 3	0 0 1 0		2 0 3	0 0 1 0	
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 660 B: 112

EastBound A: 559 B: 115

WestBound A: 791 B: 247

NorthBound A: 582 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{174 + 660 + 791 + 115}{*1425} = 1.161 \qquad LOS = F$$

Developed by Chun Wong, 1254

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: WASHINGTON BL | I/S No: 99250

AM/PM: PM | Comments: INT# 158

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	159	897	372	172	1309	223	494	1004	202	245	1054	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	897	372	172	1309	223	494	1004	202	245	1054	148
LANE	1 0 2	0 0 1 0		1 0 2	0 0 1 0		1 0 1	0 1 0		1 0 2	0 0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 655 B: 172

EastBound A: 532 B: 245

WestBound A: 903 B: 494

NorthBound A: 449 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{159 + 655 + 494 + 532}{*1425} = 1.221 \qquad LOS = F$$

Developed by Chun Wong, 1254

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: BRADDOCK DR | I/S No: 99246

AM/PM: PM | Comments: INT# 159

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	1404	71	102	1664	97	88	214	82	161	153	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1404	71	102	1664	97	88	214	82	161	153	44
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	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: 881 B: 102

EastBound A: 356 B: 161

WestBound A: 384 B: 89

NorthBound A: 738 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{140 + 881 + 384 + 161}{*1800} = 0.974 \qquad LOS = E$$

Developed by Chun Wong, 1254

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV | W/E: VENICE BL | I/S No: 99176

AM/PM: PM | Comments: INT# 160

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	58	516	83	225	760	489	117	1728	190	190	1819	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	516	83	225	760	489	117	1728	190	190	1819	38
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	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: 760 B: 225

EastBound A: 619 B: 190

WestBound A: 856 B: 117

NorthBound A: 296 B: 58

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)

$$V/C = \frac{58 + 760 + 639 + 190}{*1600} = 1.039 \qquad LOS = F$$

Developed by Chun Wong, 1254

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

AM/PM: PM Comments: INT# 161

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	61	686	362	52	66	455	2159	268	0	1916	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	61	686	362	52	66	455	2159	268	0	1916	56
LANE	1 0 1	0 0 2	0	1 0 0	1 0 0		1 0 3	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 340 B: 248

EastBound A: 639 B: 0

WestBound A: 720 B: 455

NorthBound A: 149 B: 187

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 = (187 + 248 + 455 + 639) / 1425 = 0.997 LOS = E

Developed by Chun Wang, 1294

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

AM/PM: PM Comments: INT# 162

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	178	0	568	0	1116	264	339	1244	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	178	0	568	0	1116	264	339	1244	0
LANE	0 0 0	0 0 0	1 0	0 0 1	0		0 0 1	0 1 0		1 0 2	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 398 B: 178

EastBound A: 622 B: 339

WestBound A: 656 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 = (0 + 398 + 656 + 339) / 1425 = 0.831 LOS = E

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

AM/PM: PM Comments: INT# 163

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	647	0	0	0	597	398	0	0	784	431
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	647	0	0	0	597	398	0	0	784	431
LANE	0 0 0	0 0 2	0	0 0 0	0 0 0		1 1 0	0 0 0		0 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 608 B: 0

WestBound A: 332 B: 383

NorthBound A: 466 B: 0

Sat at, 85 = 328

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 = (466 + 0 + 332 + 608) / 1500 = 0.467 LOS = B

0.646 B

Developed by Chun Wang, 1294

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99166

AM/PM: PM Comments: INT# 164

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	98	686	788	386	703	23	496	343	39	11	359	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	686	788	386	703	23	496	343	39	11	359	82
LANE	1 0 2	0 0 0		1 0 2	0 0 1	0	2 0 1	0 0 1	0	0 1 1	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 352 B: 386

EastBound A: 191 B: 11

WestBound A: 343 B: 273

NorthBound A: 443 B: 98

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

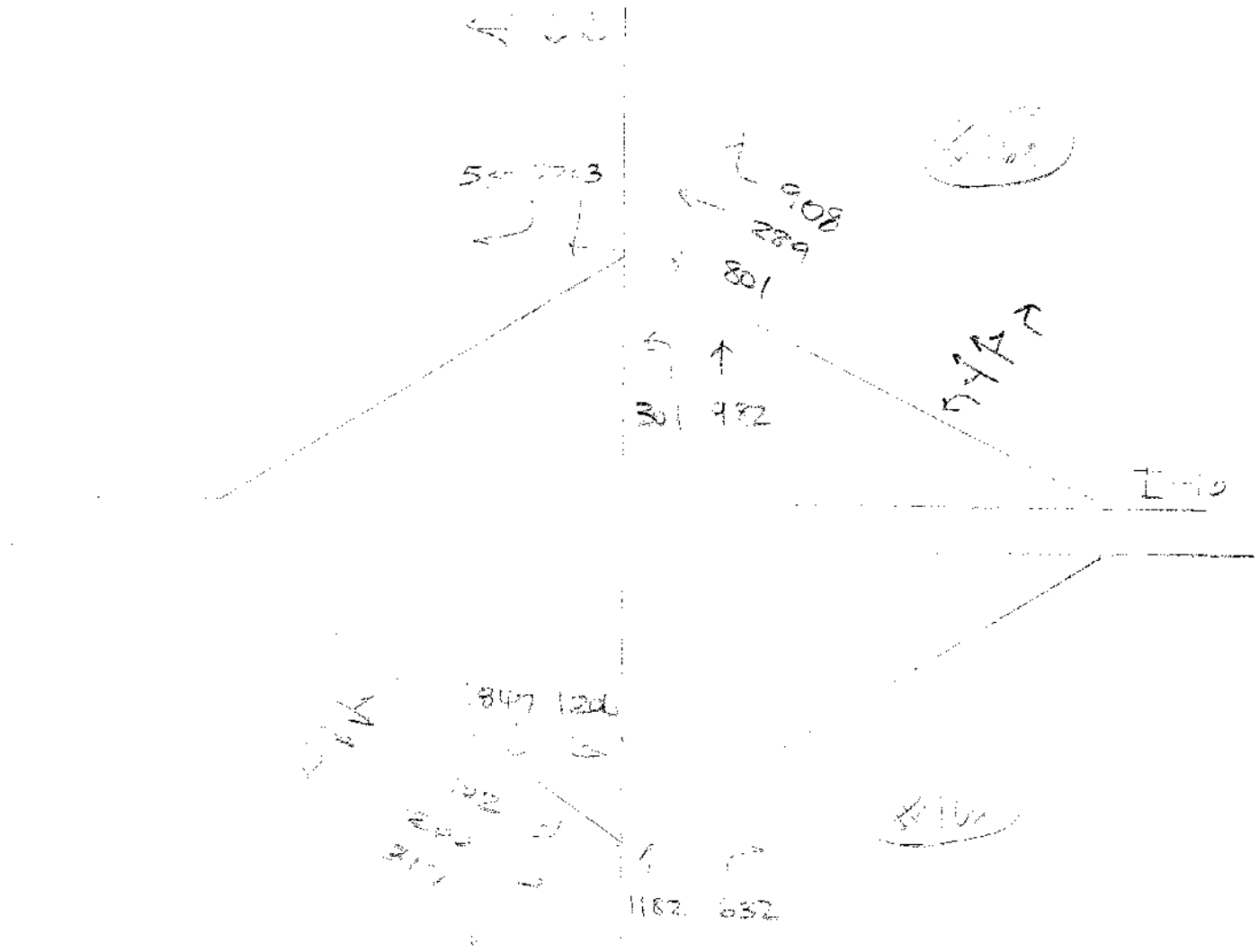
Results

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

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

V/C = (443 + 386 + 343 + 191) / 1425 = 0.836 LOS = D

Developed by Chun Wang, 1294



$\frac{504 + 663 + 317}{1456} = 1.041$ use F

$\frac{301 + 798 + 527}{1456} = 1.141$ use F

20PMPM12

CalcaDB

July 9, 2003, Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99226

AM/PM: PM Comments: INT# 165

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	331	1433	32	39	1052	260	30	44	31	430	78	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	331	1433	32	39	1052	260	30	44	31	430	78	269
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 626 B: 39

EastBound A: 347 D: 430

WestBound A: 44 B: 30

NorthBound A: 733 B: 331

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)

$$V/C = \frac{331 + 626 + 44 + 430}{1425} = 0.934 \quad LOS = E$$

Developed by Stan Wong, 1994

20PMPM12

CalcaDB

July 9, 2003, Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: PM Comments: INT# 166

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	2144	253	211	1898	0	351	0	287	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2144	253	211	1898	0	351	0	287	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	0	1	0	0	0	0	1	1	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: 949 B: 116

EastBound A: 0 B: 0

WestBound A: 148 B: 286

NorthBound A: 715 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)

$$V/C = \frac{0 + 949 + 286 + 0}{1425} = 0.741 \quad LOS = C$$

Developed by Stan Wong, 1994

20PMPM12

CalcaDB

July 9, 2003, Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: PM Comments: INT# 167

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	3	0	14	11	0	330	12	1227	94	394	1255	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	14	11	0	330	12	1227	94	394	1255	24
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	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: 341 B: 11

EastBound A: 640 B: 394

WestBound A: 697 B: 12

NorthBound A: 17 B: 3

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)

$$V/C = \frac{3 + 341 + 697 + 394}{1500} = 0.557 \quad LOS = E$$

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SAWTELLE BL I/S No: 99258

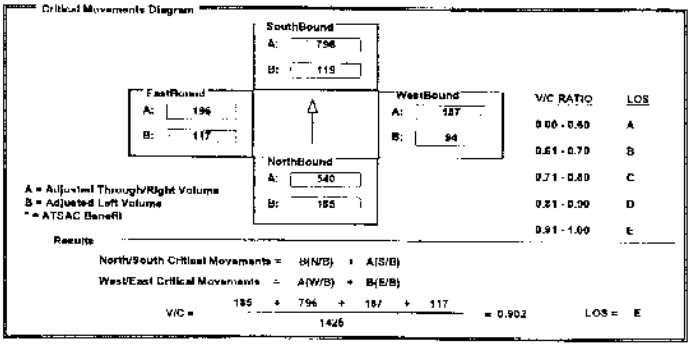
AM/PM: PM Comments: INT# 170

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	185	2021	137	119	2205	184	94	212	162	117	234	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	2021	137	119	2205	184	94	212	162	117	234	157
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

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

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

V/C = (185 + 796 + 187 + 117) / 1426 = 0.902 LOS = E

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

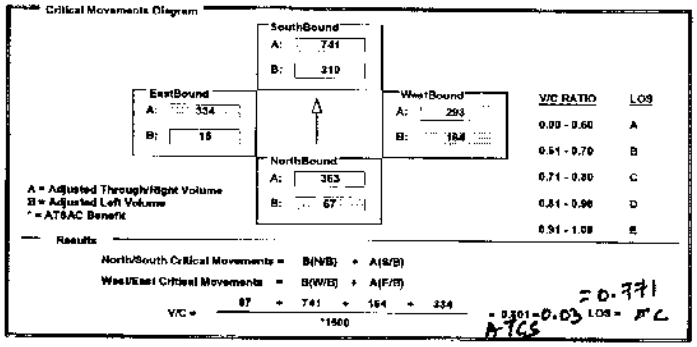
AM/PM: PM Comments: INT# 171

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	67	363	101	310	673	68	164	586	293	15	668	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	363	101	310	673	68	164	586	293	15	668	33
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	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



Results

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

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

V/C = (67 + 741 + 164 + 334) / 1500 = 0.301 = 0.03 LOS = B C

0.771

ATSAC

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CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

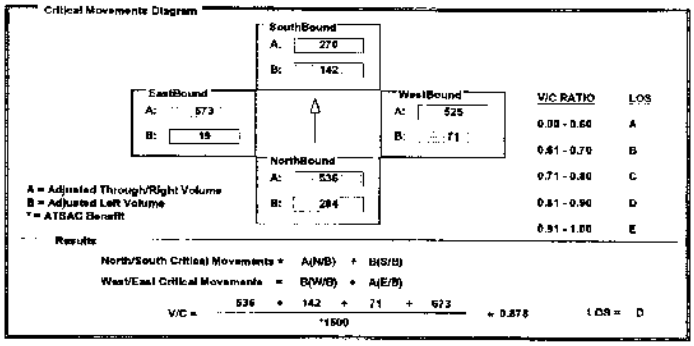
AM/PM: PM Comments: INT# 172

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	284	811	261	142	475	64	71	1049	112	19	1346	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	284	811	261	142	475	64	71	1049	112	19	1346	76
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

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

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

V/C = (536 + 142 + 71 + 573) / 1500 = 0.878 LOS = D

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20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: PM Comments: INT# 173

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	993	1115	743	1872	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	993	1115	743	1872	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 936 B: 743

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1115 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 = +

V/C = (1115 + 743 +) / 1500 = 1.169 LOS = F

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: PM Comments: INT# 174

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	219	1018	23	36	1418	368	46	331	17	282	316	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	1018	23	36	1418	368	46	331	17	282	316	211
LANE	1	0	2	0	1	0	0	1	0	3	0	1	0	1	0	0	0	1	0	0	2	0	1	0	0	1	0	
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: OLA				

Critical Movements Diagram

SouthBound A: 473 B: 36

EastBound A: 316 B: 155

WestBound A: 331 B: 46

NorthBound A: 347 B: 219

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	F

Results

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

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

V/C = (219 + 473 + 346 + 155) / 1375 = 0.799 LOS = C

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: PM Comments: INT# 175

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	201	1180	44	311	1225	276	61	747	221	216	1088	284
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	1180	44	311	1225	276	61	747	221	216	1088	284
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	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: 751 B: 311

EastBound A: 543 B: 216

WestBound A: 374 B: 61

NorthBound A: 512 B: 201

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 = (201 + 751 + 61 + 543) / 1375 = 1.132 LOS = F

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: PM Comments: INT# 176

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	143	77	602	180	0	123	0	1203	102	44	1040	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	77	602	180	0	123	0	1203	102	44	1040	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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 79 B: 101

EastBound A: 347 B: 44

WestBound A: 435 B: 0

NorthBound A: 331 B: 79

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 = (331 + 101 + 435 + 44) / 1375 = 0.593 LOS = A

Developed by Chun Wong, 1994

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99358

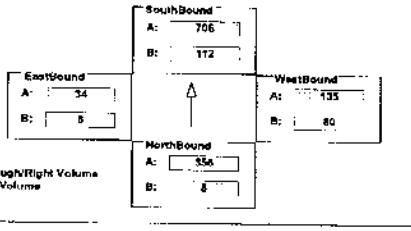
AM/PM: PM Comments: INT# 177

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	5	499	213	112	1405	8	151	9	135	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	499	213	112	1405	8	151	9	135	8	12	14
LANE	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (5 + 706 + 135 + 34) / 1425 = 0.542 LOS = A

Developed by Chun Wong, 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

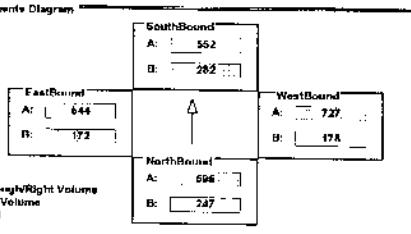
AM/PM: PM Comments: INT# 178

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	247	1786	161	282	1516	139	178	1324	130	172	1011	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	1786	161	282	1516	139	178	1324	130	172	1011	77
LANE	1	0	3	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (696 + 282 + 727 + 174) / 1375 = 1.292 LOS = F

Developed by Chun Wong, 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

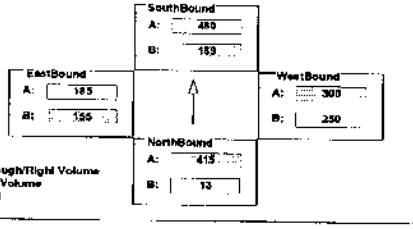
AM/PM: PM Comments: INT# 179

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	13	653	593	343	931	29	454	591	8	155	540	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	653	593	343	931	29	454	591	8	155	540	14
LANE	1	0	1	0	1	1	0	2	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (415 + 189 + 300 + 155) / 1375 = 0.700 LOS = C

Developed by Chun Wong, 12/94

20PMPM12

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

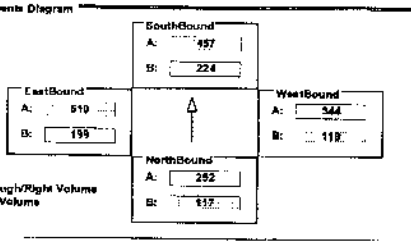
AM/PM: PM Comments: INT# 180

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	117	705	50	224	1198	172	119	825	208	199	1255	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	705	50	224	1198	172	119	825	208	199	1255	274
LANE	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



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 = (117 + 457 + 119 + 519) / 1376 = 0.875 LOS = D

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

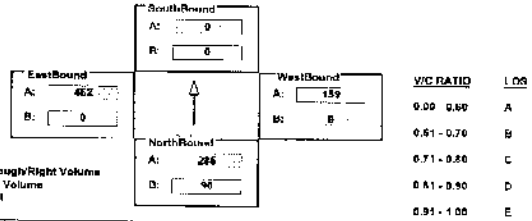
AM/PM: PM Comments: INT# 181

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	0	285	0	0	0	0	382	253	0	1304	542
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	0	285	0	0	0	0	382	253	0	1304	542
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto

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) + A(S/B)

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

V/C = (285 + 0 + 0 + 462) / 1500 = 0.498 LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

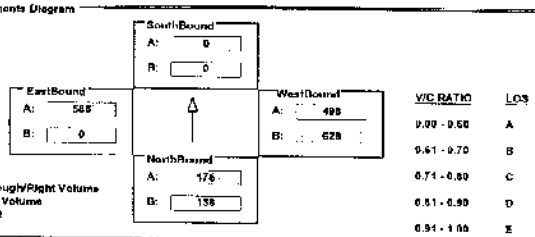
AM/PM: PM Comments: INT# 182

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	251	0	489	0	0	0	828	995	0	0	1175	329
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	0	489	0	0	0	828	995	0	0	1175	329
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: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto

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) + A(S/B)

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

V/C = (175 + 0 + 828 + 588) / 1425 = 0.906 LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

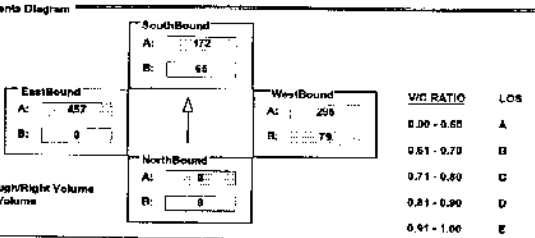
AM/PM: PM Comments: INT# 183

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	65	238	277	144	886	0	0	1225	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	65	238	277	144	886	0	0	1225	147
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto

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) + A(S/B)

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

V/C = (0 + 172 + 79 + 457) / 1425 = 0.427 LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

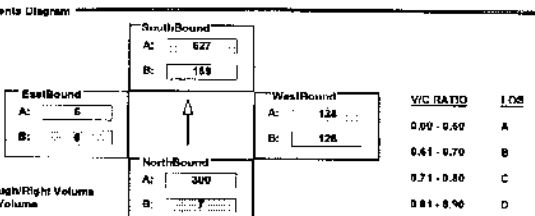
AM/PM: PM Comments: INT# 184

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	431	384	189	1243	11	248	9	156	8	0	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	431	384	189	1243	11	248	9	156	8	0	4
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto

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	F

Results

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

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

V/C = (7 + 627 + 128 + 8) / 1375 = 0.490 LOS = A

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

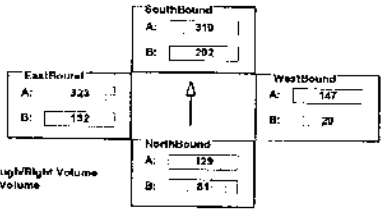
AM/PM: PM Comments: INT# 185

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	206	180	367	536	395	38	440	163	240	968	388
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	206	180	367	536	395	38	440	163	240	968	388
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (81 + 310 + 29 + 323) / *1375 = 0.464 LOS = A

Developed by Chan Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

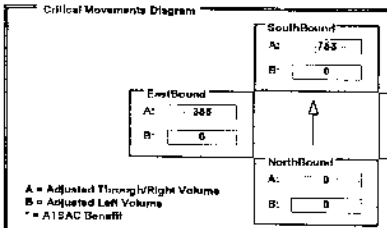
AM/PM: PM Comments: INT# 186

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	2072	0	0	2258	0	0	0	0	0	0	705
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2072	0	0	2258	0	0	0	0	0	0	705
LANE	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (0 + 783 + 0 + 385) / *1500 = 0.691 LOS = B

Developed by Chan Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

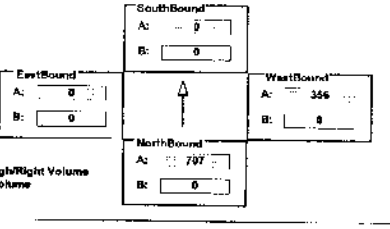
AM/PM: PM Comments: INT# 187

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	2121	0	0	1950	315	0	0	648	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2121	0	0	1950	315	0	0	648	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				

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) + A(S/B)

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

V/C = (707 + 0 + 356 + 0) / *1500 = 0.639 LOS = B

Developed by Chan Wong, 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99375

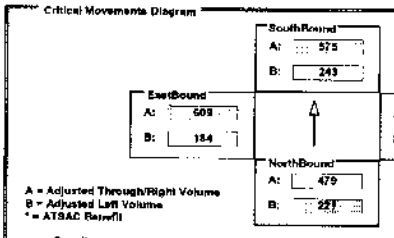
AM/PM: PM Comments: INT# 188

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	221	888	70	243	1149	194	140	765	188	184	970	248
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	888	70	243	1149	194	140	765	188	184	970	248
LANE	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	0	1	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



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)

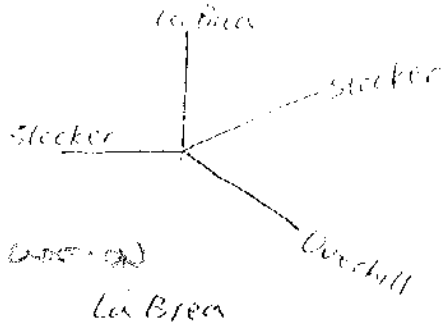
V/C = (221 + 575 + 148 + 609) / 1375 = 1.124 LOS = F

Developed by Chan Wong, 12/94

Intersection # 190

N/S STREET: La Brea Av / Crockett Dr

E/W STREET: Stocker St

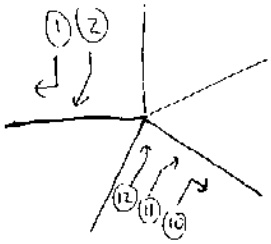


Scenario: 2010 W/PROJECT W/N-BOUND-OW

Peak Hour: PM PEAK HOUR

La Brea

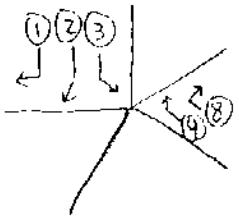
(1)



NB		VOL	LNS	
(12)	T	1274	3	425
(11)	R1	292	2	154
(10)	R2	16	0	

SB		VOL	LNS	
(2)	T	1550	2	775
(1)	R	631	Free Flow	

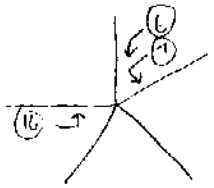
(2)



WB		VOL	LNS	
(9)	T	403	2	202
(8)	R	69	1	69

SB		VOL	LNS	
(3)	L	667	2	321
(2)	T	1550	2	775 - 425 = 350
(1)	R	631	Free Flow	

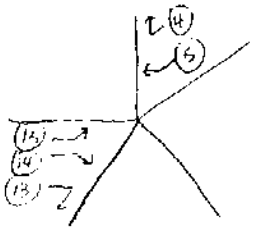
(3)



EB		VOL	LNS	
(16)	L	674	2	337

WB		VOL	LNS	
(7)		57	2	160
(6)		263		

(4)



EB		VOL	LNS	
(15)	T	725	2	502
(14)	R	242		
(13)	R	36		

WB		VOL	LNS	
(5)	T	442	2	221
(4)	R	21	1	21

CRITICAL MOVES: 425 + 350 + 337 + 502 = 1614

VOLUME / CAPACITY: 1614 / 1375 = 1.174

LOS: F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

AM/PM: PM Comments: INT# 189

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	1341	165	53	1279	369	135	1205	53	304	1461	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1341	165	53	1279	369	135	1205	53	304	1461	108
LANE	1 0 2 0			1 0 0			1 0 2 0			0 1 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: 635 B: 63

EastBound A: 629 B: 804

WestBound A: 419 B: 135

NorthBound A: 902 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 = B(N/B) + A(S/B)

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

V/C = (141 + 635 + 419 + 304) / 1375 = 1.090 LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99182

AM/PM: PM Comments: INT# 191

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	1873	0	0	1827	619	0	0	0	0	0	364
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1873	0	0	1827	619	0	0	0	0	0	364
LANE	0 0 3 0			0 0 2 0			0 0 0 0			0 0 0 1		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 815 B: 0

EastBound A: 364 B: 0

WestBound A: 0 B: 0

NorthBound A: 624 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 = (0 + 815 + 0 + 364) / 1500 = 0.786 LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

AM/PM: PM Comments: INT# 192

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	443	0	0	433	581	0	0	0	210	0	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	443	0	0	433	581	0	0	0	210	0	177
LANE	1 0 2 0			0 0 2 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: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 581 B: 0

EastBound A: 177 B: 116

WestBound A: 0 B: 0

NorthBound A: 222 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 = B(N/B) + A(S/B)

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

V/C = (145 + 581 + 0 + 177) / 1500 = 0.532 LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

AM/PM: PM Comments: INT# 193

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	816	109	659	854	0	0	0	428	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	816	109	659	854	0	0	0	428	0	0	0
LANE	0 0 2 0			0 1 0			2 0 2 0			0 0 0 0		
							0 0 0 2 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: 427 B: 362

EastBound A: 0 B: 0

WestBound A: 54 B: 0

NorthBound A: 408 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 = (408 + 362 + 54 + 0) / 1425 = 0.506 LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

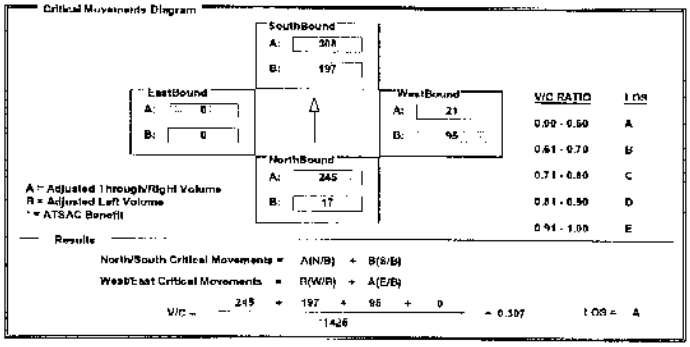
AM/PM: PM Comments: INT# 194

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	489	70	197	924	0	172	0	120	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	489	70	197	924	0	172	0	120	0	0	0
LANE	1	0	2	0	0	1	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram



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 = (245 + 197 + 95 + 0) / 1426 = 0.397 LOS = A

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

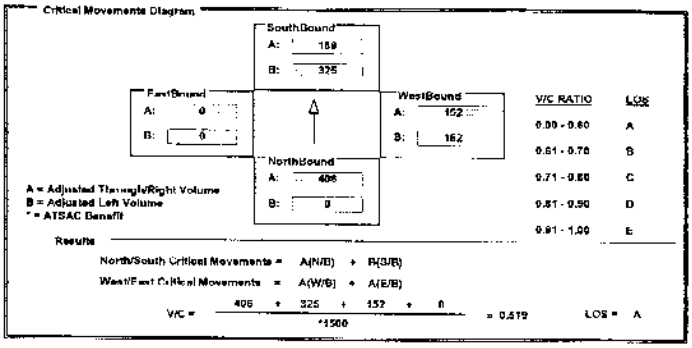
AM/PM: PM Comments: INT# 195

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	633	178	325	566	392	261	0	194	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	633	178	325	566	392	261	0	194	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	Perm	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram



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 = (406 + 325 + 162 + 0) / 1500 = 0.579 LOS = A

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

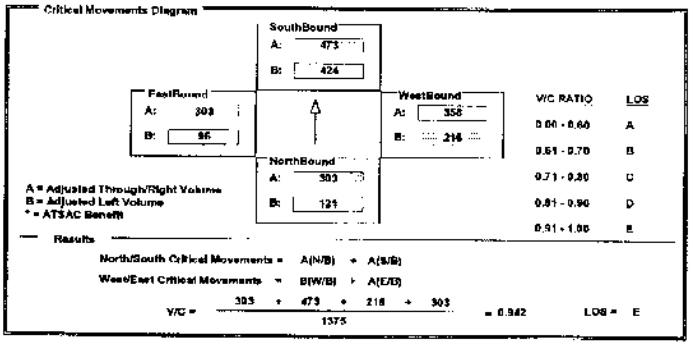
AM/PM: PM Comments: INT# 196

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	121	399	206	424	945	118	392	969	105	96	860	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	399	206	424	945	118	392	969	105	96	860	48
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	Auto	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



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 = (303 + 473 + 216 + 303) / 1375 = 0.942 LOS = E

Developed by Chun Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

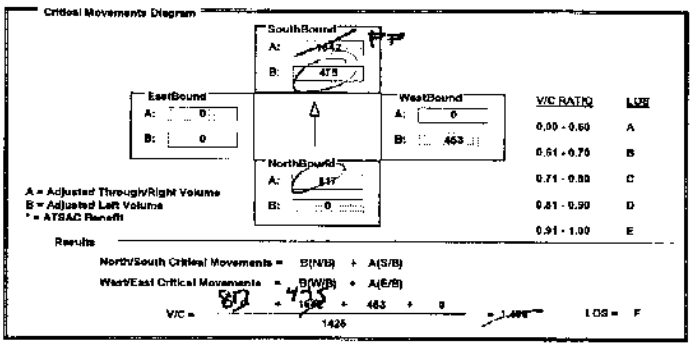
AM/PM: PM Comments: INT# 197

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	2451	1175	475	3083	0	824	0	169	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2451	1175	475	3083	0	824	0	169	0	0	0
LANE	0	0	3	0	0	1	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	Free	<none>	<none>

Critical Movements Diagram



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 = (537 + 1642 + 463 + 0) / 1425 = 1.725 LOS = F

Developed by Chun Wong, 1994

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

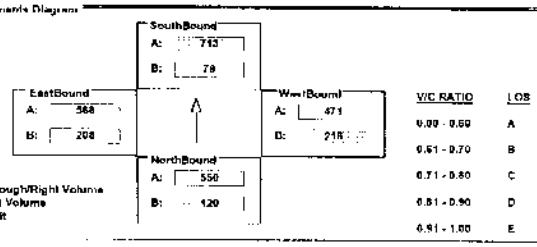
AM/PM: PM Comments: INT# 198

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	120	1577	74	79	1743	397	216	1412	86	379	1703	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1577	74	79	1743	397	216	1412	86	379	1703	93
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 3 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (120 + 713 + 216 + 368) / *1425 = 1.065 LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

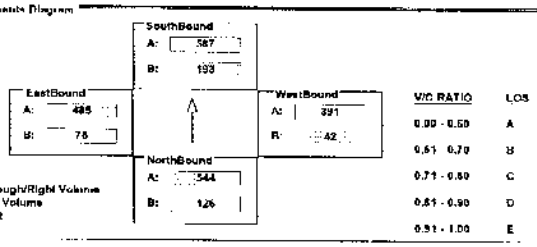
AM/PM: PM Comments: INT# 199

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	1601	30	193	1716	45	42	781	150	78	970	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1601	30	193	1716	45	42	781	150	78	970	174
LANE	1 0 2 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: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (544 + 193 + 42 + 485) / *1425 = 0.817 LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

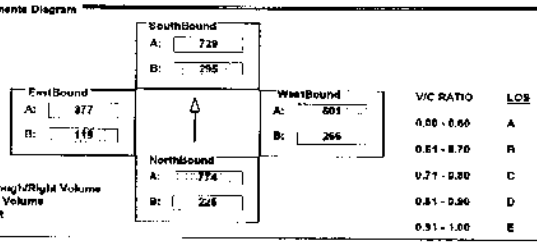
AM/PM: PM Comments: INT# 200

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	225	2322	92	295	2188	124	266	737	465	119	804	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	2322	92	295	2188	124	266	737	465	119	804	150
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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (774 + 295 + 601 + 119) / *1425 = 1.185 LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

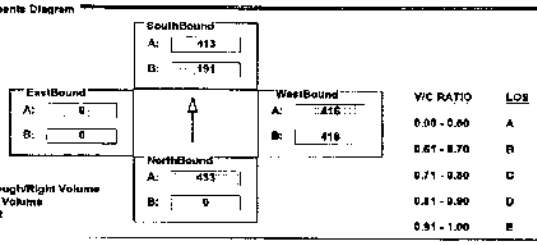
AM/PM: PM Comments: INT# 201

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	866	240	191	826	0	665	0	167	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	866	240	191	826	0	665	0	167	0	0	0
LANE	0 0 1 0 1 1 0			1 0 2 0 0 0 0			1 0 0 0 0 0 1			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (433 + 191 + 416 + 0) / *1600 = 0.623 LOS = B

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

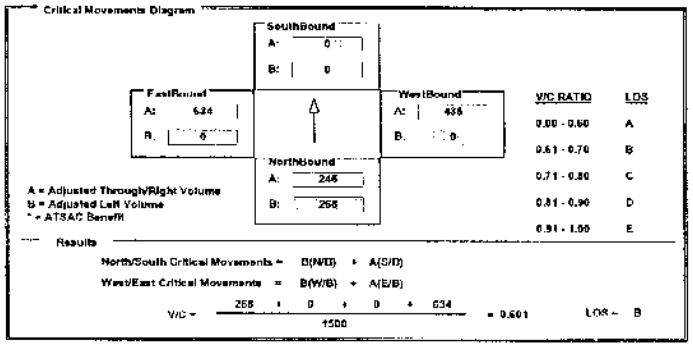
AM/PM: PM Comments: INT# 202

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	488	0	246	0	0	0	0	1304	0	0	1902	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	488	0	246	0	0	0	0	1304	0	0	1902	0
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (268 + 0 + 0 + 634) / 1500 = 0.601 LOS = B

Developed by Chun Wong, 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

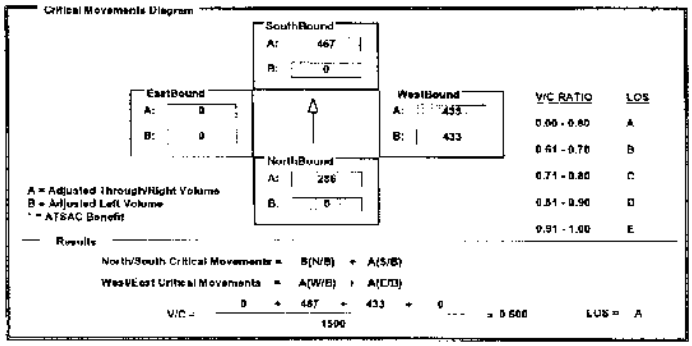
AM/PM: PM Comments: INT# 203

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	858	0	0	1666	0	521	0	778	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	858	0	0	1666	0	521	0	778	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 467 + 433 + 0) / 1500 = 0.600 LOS = A

Developed by Chun Wong, 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

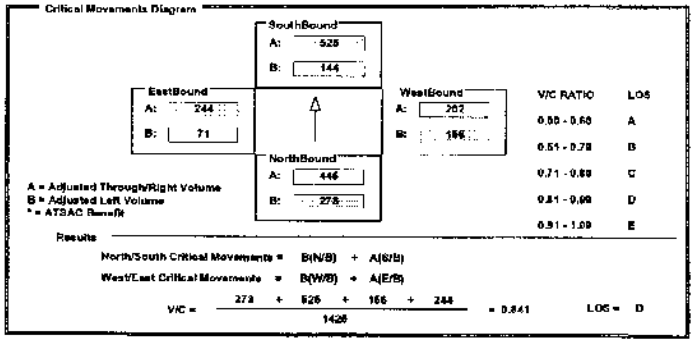
AM/PM: PM Comments: INT# 204

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	273	1339	155	144	1515	59	156	202	62	71	302	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1339	155	144	1515	59	156	202	62	71	302	185
LANE	1	0	3	0	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (273 + 526 + 156 + 244) / 1426 = 0.841 LOS = D

Developed by Chun Wong, 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

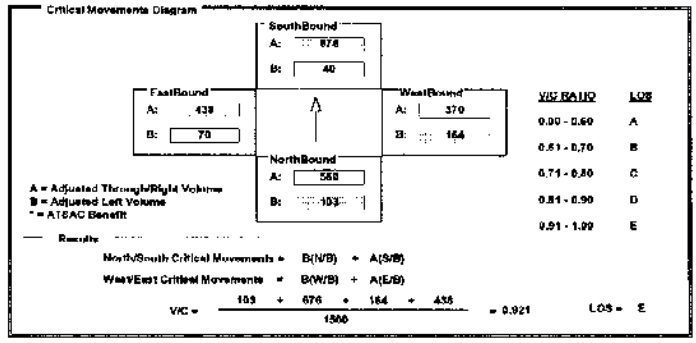
AM/PM: PM Comments: INT# 205

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	103	403	157	40	542	134	164	282	88	70	326	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	403	157	40	542	134	164	282	88	70	326	110
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	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



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 = (103 + 676 + 164 + 439) / 1500 = 0.921 LOS = E

Developed by Chun Wong, 12/04

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

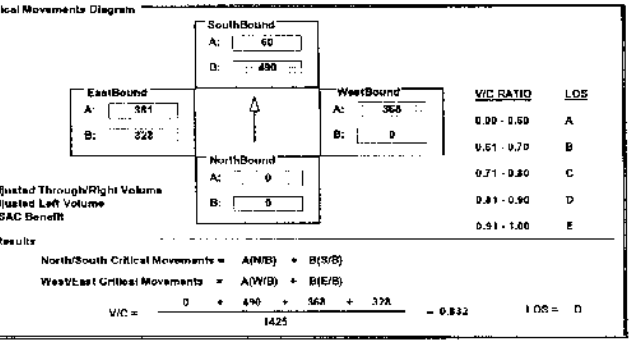
AM/PM: PM Comments: INT# 206

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	224	0	735	803	328	1144	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	891	0	224	0	735	803	328	1144	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 490 + 368 + 328) / 1425 = 0.832 LOS = D

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

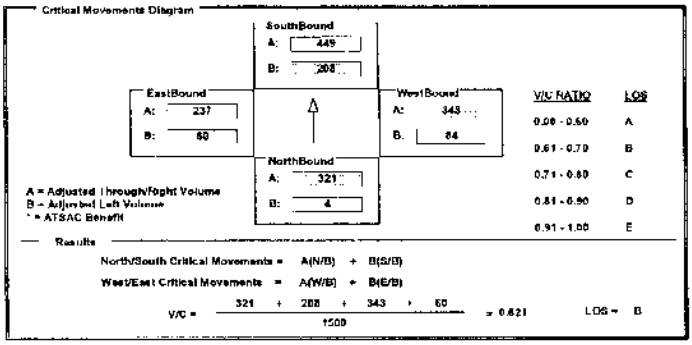
AM/PM: PM Comments: INT# 207

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	244	77	208	414	35	84	203	140	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	244	77	208	414	35	84	203	140	60	193	44
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	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



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 = (321 + 208 + 343 + 60) / 1500 = 0.821 LOS = B

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

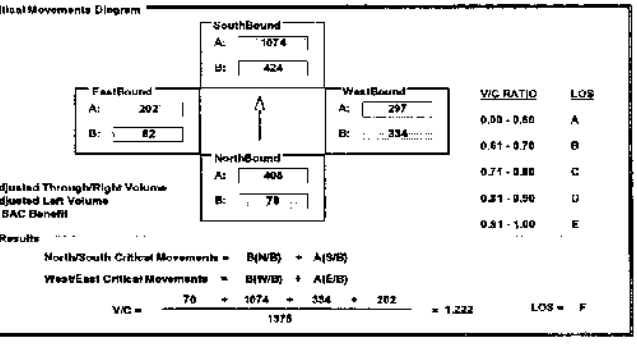
AM/PM: PM Comments: INT# 208

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	70	1224	200	770	2914	309	334	594	338	82	288	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1224	200	770	2914	309	334	594	338	82	288	115
LANE	1	0	3	0	0	1	0	2	0	2	0	1	1	0	0	1	0	2	0	0	1	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



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 = (70 + 1074 + 334 + 202) / 1375 = 1.222 LOS = F

Developed by Chun Wong 12/94

20PMPMI2

CalcaDB

July 9, 2003 ,Wednesday 04:03:46 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

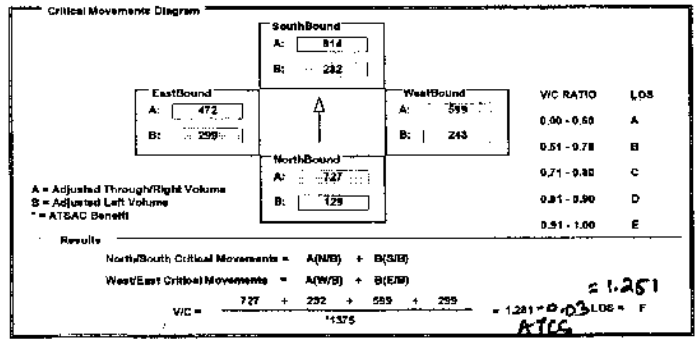
AM/PM: PM Comments: INT# 209

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	129	1295	158	232	1627	222	243	1713	85	299	1417	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1295	158	232	1627	222	243	1713	85	299	1417	111
LANE	1	0	1	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (727 + 232 + 595 + 299) / 1375 = 1.281 - 0.03 = 1.251 LOS = F

ATSAC

Developed by Chun Wong 12/94

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:32 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

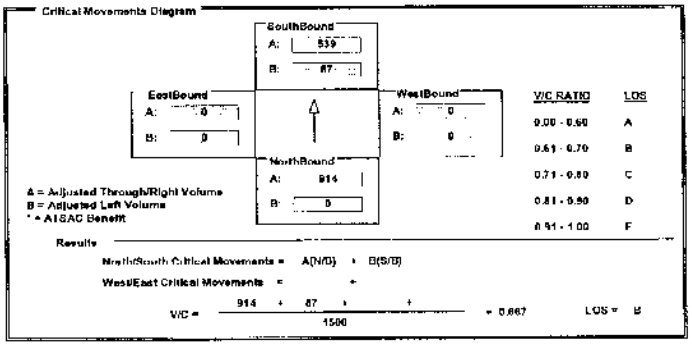
AM/PM: PM Comments: INT# 210

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	793	914	87	1078	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	793	914	87	1078	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0			0 0 0 0 0 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

West/East Critical Movements = +

$$V/C = \frac{914 + 87 + \quad + \quad}{1500} = 0.667 \qquad LOS = B$$

Developed by Chun Wong 12-94

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:32 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

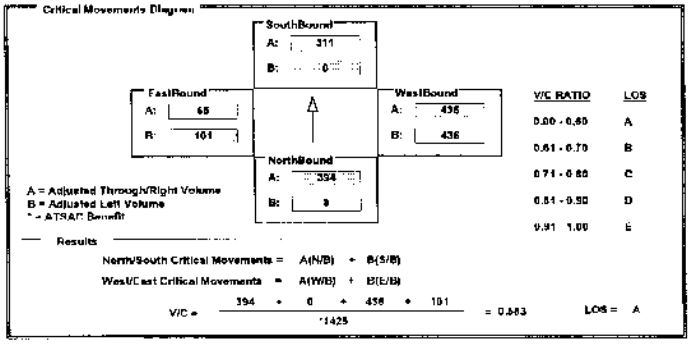
AM/PM: PM Comments: INT# 211

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	8	788	0	0	622	204	545	266	61	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	788	0	0	622	204	545	266	61	184	0	65
LANE	1 0 2 0 0 0			0 0 2 0 0 1			1 0 0 1 0 0			2 0 0 0 0 1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{394 + 0 + 436 + 101}{1425} = 0.683 \qquad LOS = A$$

Developed by Chun Wong 12-94

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:32 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

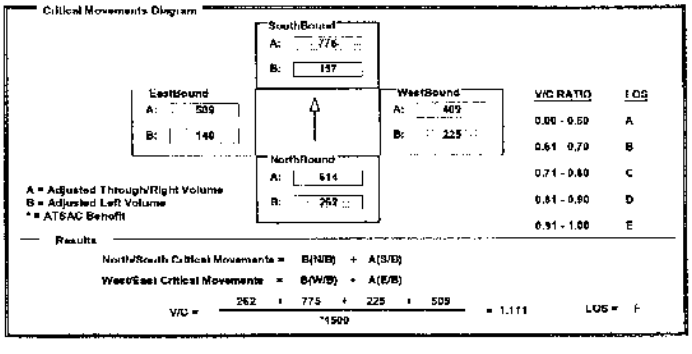
AM/PM: PM Comments: INT# 212

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	1227	291	157	1414	135	225	759	58	140	918	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	262	1227	291	157	1414	135	225	759	58	140	918	99
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



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)

$$V/C = \frac{262 + 775 + 225 + 509}{1509} = 1.111 \qquad LOS = F$$

Developed by Chun Wong 12-94

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:47 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: CULVER BL | I/S No: 99430

AM/PM: PM | Comments: INT# 215

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	0	727	0	0	0	668	1260	0	0	1302	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	0	727	0	0	0	668	1260	0	0	1302	3
LANE	0	0	0	0	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	1	0	0	
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 435 B: 0

WestBound A: 639 B: 987

NorthBound A: 7 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 = B(N/B) + A(S/B)

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

V/C = (21 + 0 + 987 + 435) / 1425 = 0.988 LOS = A

Developed by Chun Wong 12/04

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:47 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: B ST | I/S No: 99432

AM/PM: PM | Comments: INT# 216

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	231	645	0	0	590	81	0	0	0	103	0	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	645	0	0	590	81	0	0	0	103	0	132
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 255 B: 0

EastBound A: 68 B: 52

WestBound A: 0 B: 0

NorthBound A: 323 B: 127

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 = (127 + 255 + 0 + 68) / 1425 = 0.344 LOS = A

Developed by Chun Wong 12/04

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:47 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: JEFFERSON BL | I/S No: 99434

AM/PM: PM | Comments: INT# 217

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	184	229	126	94	262	386	136	1390	154	493	1024	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	229	126	94	262	386	136	1390	154	493	1024	107
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0	
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 139 B: 94

EastBound A: 283 B: 493

WestBound A: 386 B: 136

NorthBound A: 178 B: 184

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 = (184 + 139 + 386 + 493) / 1425 = 0.774 LOS = C

Developed by Chun Wong 12/04

20PMPM12

CalcaDB

July 17, 2003 ,Thursday 04:18:47 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: TEALE ST | I/S No: 99436

AM/PM: PM | Comments: INT# 218

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	124	0	231	0	808	128	283	805	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	124	0	231	0	808	128	283	805	0
LANE	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0	0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 231 B: 124

EastBound A: 403 B: 283

WestBound A: 404 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 = (0 + 231 + 404 + 283) / 1900 = 0.599 LOS = A

Developed by Chun Wong 12/04

28PMPM12 — July 17, 2003 ,Thursday 04:18:47 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV | W/E: TEALE ST | I/S No: 99436

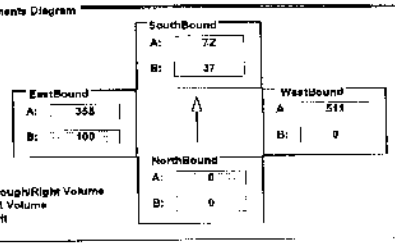
AM/PM: PM | Comments: INT# 219

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	37	0	72	0	944	77	100	710	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	37	0	72	0	944	77	100	710	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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) + A(S/B)

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

V/C = (0 + 72 + 511 + 100) / 1500 = 0.455 LOS = A

Developed by Chen Wong, 1994

28PMPM12 — July 17, 2003 ,Thursday 04:18:47 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST | W/E: TEALE ST | I/S No: 99440

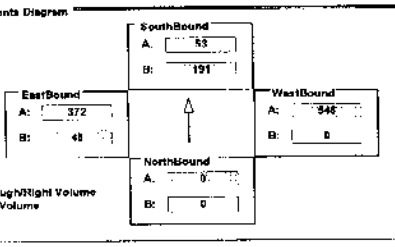
AM/PM: PM | Comments: INT# 220

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	191	0	53	0	1095	196	48	744	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	191	0	53	0	1095	196	48	744	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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 = (0 + 191 + 546 + 48) / 1500 = 0.525 LOS = A

Developed by Chen Wong, 1994

THE VILLAGE AT PLAYA VISTA PROJECT

TECHNICAL APPENDIX VOLUME 3 (3 of 5)

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  - FUTURE 2010 BASE CONDITIONS – AM AND PM PEAK HOURS
  - FUTURE 2010 WITH PROJECT CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY – CITY OF SANTA MONICA LOCATIONS

AM AND PM PEAK HOURS

TABLE 3E-1
INTERSECTION LEVELS OF SERVICE - CITY OF SANTA MONICA ANALYSIS

Santa Monica No. [1]	Playa Vista No.	INTERSECTION	PEAK HOUR	EXISTING (2003)			2010 BASE			2010 W/PROJECT			V/C or Delay Change	Significant Impact? [2]
				V/C	Delay*	LOS	V/C	Delay*	LOS	V/C	Delay*	LOS		
65	109	Lincoln Boulevard & Ocean Park Boulevard	AM	1.155	**	F	1.323	**	F	1.327	**	F	0.004	No
			PM	1.186	**	F	1.428	**	F	1.432	**	F	0.004	No
19	110	Main Street & Ocean Park Boulevard	AM	1.005	28	D	1.032	30	D	1.032	30	D	0	No
			PM	1.182	28	D	1.228	**	F	1.228	**	F	0.000	No
9	111	Nielson Way & Ocean Park Boulevard	AM	0.682	6	B	0.716	6	B	0.717	6	B	0	No
			PM	1.155	22	C	1.108	20	C	1.108	20	C	0	No
17	117	Main Street & Pico Boulevard	AM	0.625	12	B	1.001	26	D	1.001	26	D	0	No
			PM	0.716	15	C	1.000	29	D	1.001	29	D	0	No
8	118	Ocean Avenue & Pico Boulevard	AM	0.593	9	B	0.779	12	B	0.779	12	B	0	No
			PM	0.845	49	E	0.924	**	F	0.924	**	F	0.000	No
63	124	Lincoln Boulevard & Pico Boulevard	AM	1.144	**	F	1.418	**	F	1.422	**	F	0.004	No
			PM	1.069	53	E	1.230	**	F	1.234	**	F	0.004	No
3	125	Ocean Avenue & Wilshire Boulevard	AM	0.595	10	B	0.736	16	C	0.737	16	C	0	No
			PM	0.668	11	B	0.807	14	B	0.808	14	B	0	No
7	126	Ocean Avenue & Palisades Beach Rd Ramps	AM	0.529	13	B	0.744	16	C	0.745	16	C	0	No
			PM	0.937	21	C	0.974	24	C	0.974	24	C	0	No
30	127	4th Street & Wilshire Boulevard	AM	0.569	17	C	0.810	16	C	0.813	16	C	0	No
			PM	0.676	25	C	0.952	20	C	0.952	20	C	0	No
37	128	4th Street & Pico Boulevard	AM	0.876	18	C	1.160	53	E	1.160	53	E	0	No
			PM	0.935	44	E	1.127	**	F	1.127	**	F	0.000	No
151	129	4th Street & Ocean Park Boulevard (north)	AM	0.932	5	A	1.027	6	B	1.029	6	B	0	No
			PM	1.088	7	B	1.541	14	B	1.545	14	B	0	No
169	130	4th Street & Ocean Park Boulevard (south)	AM	1.340	12	B	1.334	22	C	1.337	22	C	0	No
			PM	0.993	8	B	1.361	14	B	1.364	15	B	1	No
56	131	Lincoln Boulevard & Wilshire Boulevard	AM	1.320	39	D	2.499	**	F	2.499	**	F	0.000	No
			PM	1.998	**	F	2.072	**	F	2.074	**	F	0.002	No
117	132	23rd Street & Pico Boulevard	AM	0.708	**	F	0.817	11	B	0.820	11	B	0	No
			PM	1.030	26	D	1.086	43	E	1.090	43	E	0	No
118	133	23rd Street & Ocean Park Boulevard	AM	1.206	**	F	1.602	**	F	1.606	**	F	0.004	No
			PM	1.899	**	F	1.705	**	F	1.707	**	F	0.002	No
128	134	Cloverfield Boulevard & Pico Boulevard	AM	0.959	23	C	1.088	38	D	1.088	38	D	0	No
			PM	0.980	26	D	1.203	**	F	1.204	**	F	0.001	No
129	135	Cloverfield Boulevard & Ocean Park Boulevard	AM	0.766	9	B	0.899	16	C	0.901	16	C	0	No
			PM	0.887	16	C	1.004	24	C	1.006	25	C	1	No
133	136	26th Street & Wilshire Boulevard	AM	1.116	19	C	2.155	**	F	2.156	**	F	0.001	No
			PM	1.262	45	E	1.618	**	F	1.618	**	F	0.000	No
34	137	4th Street & Colorado Avenue	AM	0.703	17	C	0.762	20	C	0.762	20	C	0	No
			PM	0.906	25	D	0.985	36	D	0.986	36	D	0	No
126	138	Cloverfield Boulevard & I-10 EB On-Ramp	AM	0.724	7	B	0.759	8	B	0.760	8	B	0	No
			PM	0.712	5	A	0.716	5	A	0.717	5	A	0	No
125	139	Cloverfield Boulevard & I-10 WB Off-Ramp	AM	0.870	14	B	0.873	14	B	0.874	14	B	0	No
			PM	0.843	13	B	0.887	14	B	0.888	14	B	0	No
62	168	Lincoln Boulevard & I-10 EB On-Ramp	AM	0.952	21	C	0.968	22	C	0.971	23	C	1	No
			PM	0.856	13	B	0.955	18	C	0.956	19	C	1	No
61	169	Lincoln Boulevard & I-10 WB Off-Ramp	AM	0.763	15	B	0.902	18	C	0.904	18	C	0	No
			PM	0.893	18	C	1.051	39	D	1.053	39	D	0	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

[1] The LOS worksheets display these intersection numbers, which correspond to the City of Santa Monica Traffix Model intersection numbers

[2] Based on City of Santa Monica significant impact criteria

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3E

INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
CITY OF SANTA MONICA LOCATIONS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

EXISTING CONDITIONS

AM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	605	517	294	594	0	0	0	0	250	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	605	517	294	594	0	0	0	0	250	0	165
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	712	456	346	699	0	0	0	0	294	0	146
Reduct Vol:	0	0	0	90	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	456	256	699	0	0	0	0	294	0	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.05
Final Vol.:	0	747	456	256	734	0	0	0	0	309	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.33	0.76	1.00	1.00	1.00	1.00	0.77	1.00	0.82
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.68	0.00	1.32
Final Sat.:	0	3192	1202	621	2873	0	0	0	0	2466	0	2055
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.38	0.41	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.72	0.72	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.47	0.76	0.57	0.35	0.00	0.00	0.00	0.00	0.76	0.00	0.45
Level Of Service Module:												
Delay/Veh:	0.0	8.6	14.3	6.8	2.7	0.0	0.0	0.0	0.0	24.4	0.0	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	14.3	6.8	2.7	0.0	0.0	0.0	0.0	24.4	0.0	19.7
Queue:	0	11	9	6	6	0	0	0	0	7	0	3

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 41 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T		R		L		T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	1	1	0		1	0	2	0	1		1	0	1!	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	386	917		7			35	560		33			117		38		292		0		0		10	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	386	917		7			35	560		33			117		38		292		0		0		10	
User Adj:	1.00	1.00		0.75			1.00	1.00		0.75			1.00		1.00		0.75		1.00		1.00		0.75	
PHF Adj:	0.93	0.93		0.93			0.93	0.93		0.93			0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	415	986		6			38	602		27			126		41		235		0		0		8	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	415	986		6			38	602		27			126		41		235		0		0		8	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.03	1.05		1.05			1.00	1.05		1.00			1.05		1.00		1.05		1.00		1.00		1.00	
Final Vol.:	428	1035		6			38	632		27			132		41		247		0		0		8	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.93		1.00			0.89	0.93		0.78			0.89		0.95		0.84		1.00		1.00		0.78	
Lanes:	2.00	1.99		0.01			1.00	2.00		1.00			1.28		0.16		1.56		0.00		1.00		1.00	
Final Sat.:	3369	3528		20			1685	3547		1490			2172		294		2476		0		1900		1490	
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.29		0.29			0.02	0.18		0.02			0.06		0.14		0.10		0.00		0.00		0.01	
Crit Moves:	****							****							****								****	
Green/Cycle:	0.24	0.54		0.54			0.04	0.34		0.34			0.26		0.26		0.26		0.00		0.00		0.01	
Volume/Cap:	0.53	0.55		0.55			0.55	0.53		0.05			0.23		0.53		0.38		0.00		0.00		0.53	
Level Of Service Module:																								
Delay/Veh:	17.6	8.2		8.2			30.7	14.2		11.6			14.9		16.8		15.7		0.0		0.0		45.5	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	17.6	8.2		8.2			30.7	14.2		11.6			14.9		16.8		15.7		0.0		0.0		45.5	
Queue:	8	15		0			1	11		0			2		1		5		0		0		0	

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Prot+Permit Include			Permitted Include			Permitted Ovl		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	32	1008	381	112	513	24	32	78	39	225	110	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1008	381	112	513	24	32	78	39	225	110	246
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	1061	301	118	540	19	34	82	41	237	116	194
Reduct Vol:	0	0	0	90	0	0	0	0	0	0	0	0
Reduced Vol:	34	1061	301	28	540	19	34	82	41	237	116	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	34	1114	301	28	567	20	34	86	43	237	116	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.93	0.81	0.13	1.03	1.03	0.62	0.95	1.01	0.63	0.93	0.90
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.36	0.64	1.00	1.00	1.00
Final Sat.:	461	3547	1543	256	3793	134	1170	2458	1229	1206	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.20	0.11	0.15	0.15	0.03	0.03	0.03	0.20	0.07	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.53	0.53	0.53	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.36
Volume/Cap:	0.14	0.59	0.37	0.20	0.27	0.27	0.09	0.11	0.11	0.59	0.20	0.32
Level Of Service Module:												
Delay/Veh:	6.2	8.7	7.2	6.5	6.0	6.0	11.9	12.0	12.0	16.1	12.4	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	8.7	7.2	6.5	6.0	6.0	11.9	12.0	12.0	16.1	12.4	12.1
Queue:	0	17	4	1	7	0	1	1	1	5	2	3

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #9 NEILSON WAY/ OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 39 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	15	1397	164	80	621	11	9	101	16	53	90	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1397	164	80	621	11	9	101	16	53	90	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	1455	171	83	647	11	9	105	17	55	94	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1455	171	83	647	11	9	105	17	55	94	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1528	179	83	679	12	9	105	17	55	94	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.88	0.91	0.09	0.90	0.93	0.97	1.03	0.68	0.65	0.79	0.74
Lanes:	1.00	1.80	0.20	1.00	1.97	0.03	0.08	0.92	1.00	1.00	0.51	0.49
Final Sat.:	478	3011	353	171	3363	59	154	1801	1292	1235	763	698
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.49	0.20	0.20	0.06	0.06	0.01	0.04	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.05	0.68	0.68	0.65	0.27	0.27	0.32	0.32	0.07	0.25	0.68	0.68
Level Of Service Module:												
Delay/Veh:	1.7	3.8	3.8	9.1	2.1	2.1	18.6	18.6	17.6	18.2	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.8	3.8	9.1	2.1	2.1	18.6	18.6	17.6	18.2	23.4	23.4
Queue:	0	18	3	1	5	0	0	2	0	1	2	2

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #17 MAIN STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	118	531	319	64	365	37	53	515	57	160	363	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	531	319	64	365	37	53	515	57	160	363	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	131	590	354	71	406	41	59	572	63	178	403	118
Reduct Vol:	0	0	0	90	0	0	0	0	0	90	0	0
Reduced Vol:	131	590	354	0	406	41	59	572	63	88	403	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	131	620	372	0	426	43	59	601	67	88	424	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.91	0.94	1.00	0.95	0.98	0.22	0.89	0.96	0.31	0.88	0.94
Lanes:	1.00	1.27	0.73	1.00	1.82	0.18	1.00	1.81	0.19	1.00	1.57	0.43
Final Sat.:	567	2185	1311	1900	3280	331	426	3079	343	580	2632	770
Capacity Analysis Module:												
Vol/Sat:	0.23	0.28	0.28	0.00	0.13	0.13	0.14	0.20	0.20	0.15	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.45	0.45	0.45	0.00	0.45	0.45	0.31	0.31	0.31	0.40	0.40	0.40
Volume/Cap:	0.51	0.62	0.62	0.00	0.29	0.29	0.44	0.62	0.62	0.38	0.41	0.41
Level Of Service Module:												
Delay/Veh:	11.4	11.3	11.3	0.0	8.9	8.9	15.8	16.0	16.0	10.9	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.3	11.3	0.0	8.9	8.9	15.8	16.0	16.0	10.9	11.4	11.4
Queue:	2	11	7	0	6	1	1	12	2	2	7	2

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 174 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	47	833	123	72	290	27	39	253	33	100	183	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	833	123	72	290	27	39	253	33	100	183	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	877	129	76	305	28	41	266	35	105	193	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	877	129	76	305	28	41	266	35	105	193	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	877	129	76	305	28	41	266	35	105	193	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.76	0.78	0.07	0.97	0.69	0.47	1.07	0.70	0.28	1.07	0.85
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	874	1261	185	133	1837	1319	893	2027	1335	532	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.06	0.70	0.70	0.57	0.17	0.02	0.05	0.13	0.03	0.20	0.10	0.10
Crit Moves:		****								****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.08	1.01	1.01	0.83	0.24	0.03	0.23	0.67	0.13	1.01	0.49	0.51
Level Of Service Module:												
Delay/Veh:	2.6	31.3	31.3	34.5	3.0	2.5	17.6	22.2	17.2	90.7	19.2	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	31.3	31.3	34.5	3.0	2.5	17.6	22.2	17.2	90.7	19.2	19.7
Queue:	0	28	6	2	3	0	1	6	1	5	4	3

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	121	191	73	126	246	34	30	525	149	174	676	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	191	73	126	246	34	30	525	149	174	676	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	127	201	77	133	259	36	32	553	118	183	712	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	127	201	77	133	259	36	32	553	118	93	712	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	127	211	81	133	272	38	32	580	124	93	747	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.69	0.74	0.39	0.74	0.79	0.15	0.74	0.76	0.53	0.74	0.76
Lanes:	1.00	1.47	0.53	1.00	1.77	0.23	1.00	1.66	0.34	1.00	1.68	0.32
Final Sat.:	677	1936	743	734	2491	348	291	2320	496	1000	2355	460
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.18	0.11	0.11	0.11	0.25	0.25	0.09	0.32	0.32
Crit Moves:	****										****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.30	0.30	0.30	0.68	0.68	0.68
Volume/Cap:	0.89	0.52	0.52	0.86	0.52	0.52	0.37	0.84	0.84	0.14	0.47	0.47
Level Of Service Module:												
Delay/Veh:	51.5	18.8	18.8	44.6	18.8	18.8	15.5	22.2	22.2	3.3	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	18.8	18.8	44.6	18.8	18.8	15.5	22.2	22.2	3.3	4.1	4.1
Queue:	4	4	2	4	6	1	1	14	4	1	8	2

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #34 FOURTH STREET/COLORADO AVENUE

Cycle (sec): 80 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	250	781	142	29	602	48	100	307	106	131	363	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	781	142	29	602	48	100	307	106	131	363	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	258	805	146	30	621	49	103	316	82	135	374	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	805	146	30	621	49	103	316	82	135	374	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	258	845	154	30	652	52	103	332	82	135	393	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.82	0.88	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.82	0.88
Lanes:	1.00	1.71	0.29	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1462	2673	487	1516	3039	242	1516	3192	1277	1516	2844	304
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.02	0.21	0.21	0.07	0.10	0.06	0.09	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.52	0.52	0.03	0.31	0.31	0.10	0.16	0.41	0.14	0.20	0.20
Volume/Cap:	0.70	0.60	0.60	0.60	0.70	0.70	0.70	0.66	0.16	0.66	0.70	0.70
Level Of Service Module:												
Delay/Veh:	21.7	9.0	9.0	37.0	17.4	17.4	31.9	22.6	9.6	26.3	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	9.0	9.0	37.0	17.4	17.4	31.9	22.6	9.6	26.3	21.8	21.8
Queue:	6	13	3	1	13	1	3	7	1	3	9	1

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Intersection #37 FOURTH STREET/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.876
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	89	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																									
Base Vol:	61	766	45	96	233	242	559	375	23	84	294	177													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	61	766	45	96	233	242	559	375	23	84	294	177													
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93													
PHF Volume:	66	824	48	103	251	260	601	403	25	90	316	190													
Reduct Vol:	0	0	0	90	0	0	0	0	0	90	0	0													
Reduced Vol:	66	824	48	13	251	260	601	403	25	0	316	190													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05												
Final Vol.:	66	865	51	13	251	260	601	423	26	0	332	200													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	0.33	0.96	0.99	0.18	0.93	0.83	0.74	0.99	0.99	1.00	0.91	0.94													
Lanes:	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.26	0.74													
Final Sat.:	624	3441	203	350	1773	1577	1410	3544	218	1900	2182	1315													
Capacity Analysis Module:																									
Vol/Sat:	0.11	0.25	0.25	0.04	0.14	0.16	0.43	0.12	0.12	0.00	0.15	0.15													
Crit Moves:		****			****			****				****													
Green/Cycle:	0.29	0.29	0.29	0.30	0.30	0.30	0.55	0.55	0.55	0.00	0.17	0.17													
Volume/Cap:	0.37	0.88	0.88	0.13	0.48	0.56	0.77	0.22	0.22	0.00	0.88	0.88													
Level Of Service Module:																									
Delay/Veh:	15.3	23.6	23.6	14.5	15.2	15.9	12.0	5.8	5.8	0.0	30.3	30.3													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	15.3	23.6	23.6	14.5	15.2	15.9	12.0	5.8	5.8	0.0	30.3	30.3													
Queue:	1	21	2	1	5	5	15	5	0	0	9	6													

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Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.320
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	-	R	L	T	-	R	L	T	-	R	L	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	167	416		305	70	516		15	20	778		184	218	601		28
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	167	416		305	70	516		15	20	778		184	218	601		28
User Adj:	1.00	1.00		0.75	1.00	1.00		1.00	1.00	1.00		0.75	1.00	1.00		0.75
PHF Adj:	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93
PHF Volume:	180	447		246	75	555		16	22	837		148	234	646		23
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	180	447		246	75	555		16	22	837		148	234	646		23
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.05		1.00	1.00	1.05		1.00	1.00	1.05		1.00
Final Vol.:	180	447		246	75	583		17	22	878		148	234	679		23
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.23	0.93		0.81	0.14	0.89		0.98	0.26	0.81		0.76	0.15	0.84		0.54
Lanes:	1.00	1.00		1.00	1.00	1.95		0.05	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	428	1767		1532	274	3285		96	496	3078		1436	292	3192		1034
Capacity Analysis Module:																
Vol/Sat:	0.42	0.25		0.16	0.27	0.18		0.18	0.04	0.29		0.10	0.80	0.21		0.02
Crit Moves:	****												****			
Green/Cycle:	0.32	0.32		0.32	0.32	0.32		0.32	0.61	0.61		0.61	0.61	0.61		0.61
Volume/Cap:	1.32	0.79		0.50	0.86	0.56		0.56	0.07	0.47		0.17	1.32	0.35		0.04
Level Of Service Module:																
Delay/Veh:	255.3	20.1		14.8	46.0	14.9		14.9	4.2	5.7		4.5	238.9	5.1		4.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	255.3	20.1		14.8	46.0	14.9		14.9	4.2	5.7		4.5	238.9	5.1		4.1
Queue:	17	10		5	3	11		0	0	11		1	26	8		0

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Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	1	0	0	0	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	212	843	0	0	1187	21	0	0	0	667	268	791
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	843	0	0	1187	21	0	0	0	667	268	791
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	238	947	0	0	1334	24	0	0	0	749	301	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	947	0	0	1334	24	0	0	0	749	301	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
Final Vol.:	238	995	0	0	1467	26	0	0	0	824	331	733
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.96	0.85	0.87
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.64	0.75	1.61
Final Sat.:	1805	3800	0	0	5417	96	0	0	0	3001	1205	2669
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.53	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.76	0.50	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.76	0.76	0.76
Level Of Service Module:												
Delay/Veh:	26.0	7.9	0.0	0.0	15.7	15.7	0.0	0.0	0.0	15.6	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	7.9	0.0	0.0	15.7	15.7	0.0	0.0	0.0	15.6	15.6	15.6
Queue:	6	14	0	0	30	1	0	0	0	17	7	15

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON-RAMP

Cycle (sec):	80	Critical Vol./Cap. (X):	0.952
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	2	0 2	0 0	0	1 1	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1026	1148	981	1309	0	101	437	498	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1026	1148	981	1309	0	101	437	498	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1047	879	1001	1336	0	103	446	381	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1047	879	1001	1336	0	103	446	381	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1099	923	1031	1403	0	108	468	381	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.91	0.85	1.03	1.00	0.81	0.76	0.82	1.00	1.00	1.00
Lanes:	0.00	2.11	1.89	2.00	2.00	0.00	0.35	1.65	1.00	0.00	0.00	0.00
Final Sat.:	0	3876	3255	3249	3927	0	545	2364	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.32	0.36	0.00	0.20	0.20	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.33	0.63	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.57	0.00	0.77	0.77	0.95	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	24.0	24.0	27.1	5.6	0.0	21.3	21.3	42.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	24.0	27.1	5.6	0.0	21.3	21.3	42.9	0.0	0.0	0.0
Queue:	0	29	25	27	18	0	3	11	12	0	0	0

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Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.144
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	60	1542	209	105	1238	90	108	375	106	247	376	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1542	209	105	1238	90	108	375	106	247	376	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	67	1713	232	117	1376	100	120	417	118	274	418	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1713	232	117	1376	100	120	417	118	274	418	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.03	1.05	1.05	1.03	1.05	1.05
Final Vol.:	67	1799	244	117	1444	105	124	438	124	283	439	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.84	0.93	0.85	0.91	0.98
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	2.00	1.59	0.41	2.00	1.86	0.14
Final Sat.:	1805	2766	375	1865	3288	239	3129	2538	719	3249	3235	250
Capacity Analysis Module:												
Vol/Sat:	0.04	0.65	0.65	0.06	0.44	0.44	0.04	0.17	0.17	0.09	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.57	0.57	0.05	0.57	0.57	0.05	0.15	0.15	0.08	0.18	0.18
Volume/Cap:	0.76	1.14	1.14	1.14	0.76	0.76	0.77	1.14	1.14	1.14	0.77	0.77
Level Of Service Module:												
Delay/Veh:	40.9	82.2	82.2	146.4	9.3	9.3	37.8	109	109.3	126.4	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	82.2	82.2	146.4	9.3	9.3	37.8	109	109.3	126.4	24.5	24.5
Queue:	2	91	15	8	25	2	4	23	8	16	10	1

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.155
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 69.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	123	1733	93	93	1167	90	229	685	84	209	445	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1733	93	93	1167	90	229	685	84	209	445	103
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	131	1844	74	99	1241	72	244	729	89	222	473	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1844	74	99	1241	72	244	729	89	222	473	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	131	1936	74	99	1304	75	244	765	94	222	497	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.92	0.99
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.79	0.21	1.00	1.64	0.36
Final Sat.:	1745	3547	1478	1745	3046	175	1685	3118	383	1657	2886	668
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.05	0.06	0.43	0.43	0.14	0.25	0.25	0.13	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.47	0.47	0.05	0.44	0.44	0.15	0.21	0.21	0.12	0.18	0.18
Volume/Cap:	0.96	1.16	0.11	1.16	0.96	0.96	0.97	1.16	1.16	1.16	0.97	0.97
Level Of Service Module:												
Delay/Veh:	65.4	91.0	7.6	159.9	23.9	23.9	51.3	104	103.9	130.3	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	91.0	7.6	159.9	23.9	23.9	51.3	104	103.9	130.3	38.0	38.0
Queue:	5	98	1	7	34	3	9	39	7	13	15	5

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Intersection #117 TWENTY-THIRD STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	231	0	190	0	0	0	0	1090	74	85	1467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	0	190	0	0	0	0	1090	74	85	1467	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	254	0	209	0	0	0	0	1198	61	93	1612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	254	0	209	0	0	0	0	1198	61	3	1612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	254	0	209	0	0	0	0	1258	64	3	1693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.66	1.00	1.00	1.00	1.00	0.83	0.89	0.53	0.97	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1685	0	1249	0	0	0	0	3017	153	1003	3673	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.17	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.46	0.00
Crit Moves:			****								****	
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.35	0.35	0.75	0.75	0.00
Volume/Cap:	1.06	0.00	1.18	0.00	0.00	0.00	0.00	1.18	1.18	0.00	0.62	0.00
Level Of Service Module:												
Delay/Veh:	87.3	0.0	153.9	0.0	0.0	0.0	0.0	112	112.1	1.7	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	0.0	153.9	0.0	0.0	0.0	0.0	112	112.1	1.7	3.4	0.0
Queue:	11	0	13	0	0	0	0	68	5	0	18	0

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Intersection #118 TWENTY-THIRD STREET/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.206
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 116.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	209	542	298	8	169	23	0	1059	93	178	847	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	542	298	8	169	23	0	1059	93	178	847	8
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	218	565	233	8	176	18	0	1103	97	185	882	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	218	565	233	8	176	18	0	1103	97	95	882	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	229	593	244	8	176	18	0	1158	102	95	882	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.69	0.74	0.79	0.74	0.85	1.00	0.86	0.89	0.55	0.75	0.80
Lanes:	0.41	1.15	0.44	0.04	0.96	1.00	0.00	1.84	0.16	0.15	1.83	0.02
Final Sat.:	580	1503	618	61	1344	1615	0	3016	266	157	2596	24
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.13	0.13	0.01	0.00	0.38	0.38	0.61	0.34	0.34
Crit Moves:	****									****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.30	0.30	0.57	0.57	0.57
Volume/Cap:	1.26	1.26	1.26	0.42	0.42	0.04	0.00	1.26	1.26	1.05	0.59	0.59
Level Of Service Module:												
Delay/Veh:	172.3	172	172.3	14.4	14.4	12.3	0.0	168	168.4	42.0	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.3	172	172.3	14.4	14.4	12.3	0.0	168	168.4	42.0	7.4	7.4
Queue:	18	43	19	0	3	0	0	80	9	9	13	0

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

Cycle (sec):	80	Critical Vol./Cap. (X):	0.870
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	74	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	636	0	0	1724	0	0	0	0	748	0	1802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	636	0	0	1724	0	0	0	0	748	0	1802
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	677	0	0	1834	0	0	0	0	796	0	1438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	0	0	1834	0	0	0	0	796	0	1438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	710	0	0	2017	0	0	0	0	820	0	1625
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.23	0.00	0.52
Crit Moves:					****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.57	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.39	0.00	0.87
Level Of Service Module:												
Delay/Veh:	0.0	14.8	0.0	0.0	18.5	0.0	0.0	0.0	0.0	5.5	0.0	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	0.0	0.0	18.5	0.0	0.0	0.0	0.0	5.5	0.0	12.1
Queue:	0	13	0	0	45	0	0	0	0	10	0	33

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #126 CLOVERFIELD BOULEVARD/I 10 EB ON RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	2	0	1	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	599	492	1391	1036	15	0	0	25	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	599	0	1391	1036	15	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	0	666	0	1546	1151	17	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	0	1546	1151	17	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	699	0	1592	1209	18	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3498	52	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.47	0.35	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.27	0.00	0.65	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	18.5	0.0	6.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	0.0	6.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	15	0	24	3	0	0	0	0	0	0	0

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EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 125 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	22	430	49	121	219	591	398	725	20	25	779	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	430	49	121	219	591	398	725	20	25	779	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	26	500	57	141	255	687	463	843	23	29	906	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	500	57	141	255	687	463	843	23	29	906	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.03	1.05	1.05	1.00	1.05	1.05
Final Vol.:	26	525	60	141	255	687	477	885	24	29	951	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.91	1.01	0.25	1.00	0.92	0.89	0.90	1.00	0.89	0.90	0.96
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	2.00	1.95	0.05	1.00	1.75	0.25
Final Sat.:	727	3151	360	475	1900	1756	3369	3339	91	1685	2989	462
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.30	0.13	0.39	0.14	0.27	0.27	0.02	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.15	0.45	0.45	0.03	0.33	0.33
Volume/Cap:	0.09	0.41	0.41	0.73	0.33	0.96	0.96	0.59	0.59	0.59	0.96	0.96
Level Of Service Module:												
Delay/Veh:	9.4	10.9	10.9	19.5	10.5	29.5	44.0	11.1	11.1	36.1	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.9	10.9	19.5	10.5	29.5	44.0	11.1	11.1	36.1	29.9	29.9
Queue:	0	8	1	3	4	19	15	15	1	1	26	6

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.768
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	67	0	76	265	1138	0	0	403	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	67	0	76	265	1138	0	0	403	74
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	74	0	63	291	1251	0	0	443	81
Reduct Vol:	0	0	0	0	0	0	90	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	63	201	1251	0	0	443	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	74	0	63	211	1313	0	0	465	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.92	0.81	0.86	1.00	1.00	0.82	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.27	1.73	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1685	0	1756	413	2833	0	0	2672	488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.51	0.46	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.83	0.83	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.63	0.61	0.56	0.00	0.00	0.77	0.77
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	43.8	0.0	31.7	2.4	1.6	0.0	0.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.8	0.0	31.7	2.4	1.6	0.0	0.0	22.2	22.2
Queue:	0	0	0	2	0	2	4	9	0	0	11	2

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.116
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	81	506	82	128	599	96	74	1038	81	90	985	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	506	82	128	599	96	74	1038	81	90	985	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	93	582	94	147	689	110	85	1193	93	103	1132	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	582	94	147	689	110	85	1193	93	103	1132	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	93	611	99	147	723	116	85	1253	98	103	1189	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.91	0.91	0.18	0.88	0.98	0.08	0.86	0.83	0.09	0.86	0.89
Lanes:	1.00	1.72	0.28	1.00	1.75	0.25	1.00	1.85	0.15	1.00	1.87	0.13
Final Sat.:	293	2991	485	342	2929	470	154	3028	237	171	3059	221
Capacity Analysis Module:												
Vol/Sat:	0.32	0.20	0.20	0.43	0.25	0.25	0.55	0.41	0.41	0.60	0.39	0.39
Crit Moves:				****						****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.83	0.53	0.53	1.12	0.64	0.64	1.02	0.77	0.77	1.12	0.72	0.72
Level Of Service Module:												
Delay/Veh:	39.0	12.6	12.6	124.0	13.7	13.7	85.8	10.4	10.4	122.6	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	12.6	12.6	124.0	13.7	13.7	85.8	10.4	10.4	122.6	9.7	9.7
Queue:	3	11	2	9	13	2	4	23	2	7	21	2

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

Cycle (sec): 1 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	27	504	0	0	205	31	0	0	0	25	17	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	504	0	0	205	31	0	0	0	25	17	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	29	536	0	0	218	33	0	0	0	27	18	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	536	0	0	218	33	0	0	0	27	18	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	536	0	0	218	33	0	0	0	27	18	105
Saturation Flow Module:												
Sat/Lane:	575	575	575	506	506	506	0	0	0	278	278	278
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.60	0.40	1.00
Final Sat.:	575	575	0	0	506	506	0	0	0	167	111	278
Capacity Analysis Module:												
Vol/Sat:	0.05	0.93	0.00	0.00	0.43	0.07	0.00	0.00	0.00	0.16	0.16	0.38
Crit Moves:		****			****				****			****
ApproachV/S:		0.49			0.25			xxxxx			0.27	
Level Of Service Module:												
Delay/Veh:	1.2	34.5	0.0	0.0	5.1	1.3	0.0	0.0	0.0	1.8	1.8	4.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.2	34.5	0.0	0.0	5.1	1.3	0.0	0.0	0.0	1.8	1.8	4.2
LOS by Move:	A	E	*	*	B	A	*	*	*	A	A	A
ApproachDel:		6.5			2.6			xxxxxx			2.8	
LOS by Appr:		B			A			F			A	

CITY OF SANTA MONICA 1999/2001 MRA UPDATE
EXISTING AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4 Way Stop Method (Base Volume Alternative)

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

Cycle (sec):	1	Critical Vol./Cap. (X):	1.340
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	441	65	72	157	0	89	7	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	65	72	157	0	89	7	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	469	69	77	167	0	95	7	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	469	69	77	167	0	95	7	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	469	69	77	167	0	95	7	18	0	0	0
Saturation Flow Module:												
Sat/Lane:	350	350	350	361	361	361	265	265	265	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	350	350	361	361	0	247	18	265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.34	0.20	0.21	0.46	0.00	0.38	0.38	0.07	0.00	0.00	0.00
Crit Moves:		****			****			****				****
ApproachV/S:		0.77			0.34			0.23			xxxxx	
Level Of Service Module:												
Delay/Veh:	0.0	163	2.1	2.2	5.8	0.0	4.3	4.3	1.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	163	2.1	2.2	5.8	0.0	4.3	4.3	1.3	0.0	0.0	0.0
LOS by Move:	*	F	A	A	B	*	A	A	A	*	*	*
ApproachDel:		18.6			3.6			2.4			xxxxxx	
LOS by Appr:		C			A			A			F	

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

EXISTING CONDITIONS

PM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	0	916	267	147	650	0	0	0	0	427	0	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	916	267	147	650	0	0	0	0	427	0	426
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1007	220	162	714	0	0	0	0	469	0	351
Reduct Vol:	0	0	0	90	0	0	0	0	0	0	0	0
Reduced Vol:	0	1007	220	72	714	0	0	0	0	469	0	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.05
Final Vol.:	0	1057	220	72	750	0	0	0	0	493	0	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.17	0.76	1.00	1.00	1.00	1.00	0.76	1.00	0.81
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	3192	1202	331	2873	0	0	0	0	2301	0	2181
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.18	0.22	0.26	0.00	0.00	0.00	0.00	0.21	0.00	0.17
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.57	0.57	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.67	0.37	0.38	0.46	0.00	0.00	0.00	0.00	0.67	0.00	0.53
Level Of Service Module:												
Delay/Veh:	0.0	10.6	8.2	7.1	6.7	0.0	0.0	0.0	0.0	16.1	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	8.2	7.1	6.7	0.0	0.0	0.0	0.0	16.1	0.0	14.6
Queue:	0	18	3	2	10	0	0	0	0	10	0	7

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

Cycle (sec):	80	Critical Vol./Cap. (X):	0.937
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	112	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	2	0 1	1 0	1!	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	528	888	1	4	1243	119	170	1	669	6	31	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	888	1	4	1243	119	170	1	669	6	31	27
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	544	915	1	4	1281	92	175	1	517	6	32	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	915	1	4	1281	92	175	1	517	6	32	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	561	961	1	4	1346	92	184	1	543	6	32	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.93	1.00	0.89	0.93	0.78	0.88	0.94	0.83	0.89	0.89	0.76
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.24	0.01	1.75	0.16	0.84	1.00
Final Sat.:	3369	3543	4	1685	3547	1490	2081	4	2759	267	1426	1436
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.00	0.38	0.06	0.09	0.23	0.20	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.58	0.58	0.01	0.40	0.40	0.24	0.24	0.24	0.02	0.02	0.02
Volume/Cap:	0.94	0.47	0.47	0.47	0.94	0.15	0.36	0.94	0.81	0.94	0.94	0.61
Level Of Service Module:												
Delay/Veh:	37.3	6.5	6.5	46.6	23.5	9.8	16.3	32.8	22.3	108.6	109	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	6.5	6.5	46.6	23.5	9.8	16.3	32.8	22.3	108.6	109	42.4
Queue:	16	12	0	0	33	1	3	0	13	1	2	1

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	12	959	169	286	1595	12	28	113	35	308	88	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	959	169	286	1595	12	28	113	35	308	88	237
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	13	1020	135	304	1697	10	30	120	37	328	94	189
Reduct Vol:	0	0	0	90	0	0	0	0	0	0	0	0
Reduced Vol:	13	1020	135	214	1697	10	30	120	37	328	94	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	13	1071	135	214	1782	10	30	126	39	328	94	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.93	0.78	0.65	1.03	1.03	0.66	0.96	1.02	0.59	0.93	0.90
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	1.55	0.45	1.00	1.00	1.00
Final Sat.:	355	3547	1488	1235	3905	22	1259	2828	875	1117	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.09	0.17	0.46	0.46	0.02	0.04	0.04	0.29	0.05	0.11
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.63
Volume/Cap:	0.14	1.19	0.36	0.27	0.71	0.71	0.10	0.18	0.18	1.19	0.21	0.18
Level Of Service Module:												
Delay/Veh:	14.9	121	16.0	3.9	6.9	6.9	15.0	15.3	15.3	142.4	15.5	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	121	16.0	3.9	6.9	6.9	15.0	15.3	15.3	142.4	15.5	3.9
Queue:	0	59	2	3	27	0	1	2	1	20	2	2

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #9 NEILSON WAY/ OCEAN PARK BOULEVARD

****

Cycle (sec):	80			Critical Vol./Cap. (X):			1.155					
Loss Time (sec):	6 (Y+R = 4 sec)			Average Delay (sec/veh):			21.9					
Optimal Cycle:	180			Level Of Service:			C					

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	18	1111	126	149	1553	18	11	63	23	227	114	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1111	126	149	1553	18	11	63	23	227	114	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	19	1145	130	154	1601	19	11	65	24	234	118	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1145	130	154	1601	19	11	65	24	234	118	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	1203	136	154	1681	19	11	65	24	234	118	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.88	0.91	0.09	0.90	0.93	0.67	0.71	0.68	0.77	0.79	0.74
Lanes:	1.00	1.80	0.20	1.00	1.98	0.02	0.15	0.85	1.00	1.00	0.47	0.53
Final Sat.:	165	3022	342	171	3383	38	195	1150	1292	1463	703	739
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.90	0.50	0.50	0.06	0.06	0.02	0.16	0.17	0.17
Crit Moves:				****							****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.15	0.51	0.51	1.15	0.64	0.64	0.39	0.39	0.13	1.10	1.15	1.15
Level Of Service Module:												
Delay/Veh:	1.4	2.2	2.2	124.0	2.8	2.8	20.5	20.5	19.2	99.7	127	127.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.4	2.2	2.2	124.0	2.8	2.8	20.5	20.5	19.2	99.7	127	127.2
Queue:	0	10	1	14	17	0	0	1	0	12	8	8

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 MAIN STREET/PICO BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 73 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	63	307	385	211	386	69	31	527	93	348	535	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	307	385	211	386	69	31	527	93	348	535	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	66	320	401	220	402	72	32	549	97	363	557	78
Reduct Vol:	0	0	0	90	0	0	0	0	0	90	0	0
Reduced Vol:	66	320	401	130	402	72	32	549	97	273	557	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	66	320	401	130	422	75	32	576	102	273	585	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.97	0.83	0.35	0.94	0.97	0.20	0.89	0.96	0.50	0.90	0.96
Lanes:	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.72	0.28	1.00	1.77	0.23
Final Sat.:	479	1837	1577	673	3041	541	372	2917	517	959	3024	424
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.25	0.19	0.14	0.14	0.09	0.20	0.20	0.28	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.41	0.41	0.41	0.24	0.24	0.24	0.44	0.44	0.44
Volume/Cap:	0.44	0.55	0.81	0.48	0.34	0.34	0.35	0.81	0.81	0.64	0.44	0.44
Level Of Service Module:												
Delay/Veh:	15.4	15.1	20.3	11.6	10.6	10.6	17.2	22.6	22.6	12.8	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.1	20.3	11.6	10.6	10.6	17.2	22.6	22.6	12.8	10.0	10.0
Queue:	1	6	9	4	6	1	1	13	3	7	9	1

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.182
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	57	553	133	105	774	50	29	259	56	167	348	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	553	133	105	774	50	29	259	56	167	348	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	62	601	145	114	841	54	32	282	61	182	378	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	601	145	114	841	54	32	282	61	182	378	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	601	145	114	841	54	32	282	61	182	378	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.75	0.78	0.08	0.97	0.70	0.20	1.07	0.69	0.32	1.07	0.85
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	152	1156	279	152	1837	1335	380	2027	1319	608	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.41	0.52	0.52	0.75	0.46	0.04	0.08	0.14	0.05	0.30	0.19	0.07
Crit Moves:				****						****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.64	0.82	0.82	1.18	0.72	0.06	0.33	0.55	0.18	1.18	0.74	0.28
Level Of Service Module:												
Delay/Veh:	14.9	11.4	11.4	169.4	7.9	3.6	16.5	17.7	15.1	159.0	21.5	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	11.4	11.4	169.4	7.9	3.6	16.5	17.7	15.1	159.0	21.5	15.6
Queue:	1	12	4	9	13	0	1	6	1	12	8	2

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EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.676
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	47	101	102	156	226	49	30	692	81	148	990	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	101	102	156	226	49	30	692	81	148	990	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	51	110	111	170	246	53	33	752	66	161	1076	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	51	110	111	170	246	53	33	752	66	71	1076	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	51	110	111	170	258	56	33	790	69	71	1130	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.84	0.55	0.57	0.73	0.78	0.15	0.74	0.77	0.55	0.74	0.77
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	616	1596	1037	1085	2293	498	291	2608	228	1046	2549	289
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.11	0.16	0.11	0.11	0.11	0.30	0.30	0.07	0.44	0.44
Crit Moves:				****							****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.30	0.30	0.30	0.73	0.73	0.73
Volume/Cap:	0.54	0.45	0.69	1.02	0.73	0.73	0.38	1.02	1.02	0.09	0.60	0.60
Level Of Service Module:												
Delay/Veh:	24.7	20.3	25.1	80.9	25.1	25.1	15.7	46.3	46.3	2.7	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	20.3	25.1	80.9	25.1	25.1	15.7	46.3	46.3	2.7	3.7	3.7
Queue:	1	2	3	7	6	2	1	26	4	1	12	2

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EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #34 FOURTH STREET/COLORADO AVENUE

Cycle (sec): 80 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	129	515	111	38	943	95	107	345	318	324	515	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	515	111	38	943	95	107	345	318	324	515	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	133	531	114	39	972	98	110	356	246	334	531	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	531	114	39	972	98	110	356	246	334	531	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	133	557	120	39	1021	103	110	373	246	334	557	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.81	0.87	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.81	0.87
Lanes:	1.00	1.67	0.33	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1462	2578	555	1516	2982	301	1516	3192	1277	1516	2637	492
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.34	0.34	0.07	0.12	0.19	0.22	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.43	0.43	0.05	0.38	0.38	0.10	0.13	0.23	0.24	0.28	0.28
Volume/Cap:	0.91	0.51	0.51	0.51	0.91	0.91	0.76	0.91	0.84	0.91	0.76	0.76
Level Of Service Module:												
Delay/Veh:	56.3	11.1	11.1	28.2	22.2	22.2	36.7	38.7	32.1	36.9	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	11.1	11.1	28.2	22.2	22.2	36.7	38.7	32.1	36.9	20.0	20.0
Queue:	5	9	2	1	25	4	3	11	7	10	12	3

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EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #37 FOURTH STREET/PICO BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.9
Optimal Cycle: 180 Level Of Service: E

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	383	45	120	636	496	352	474	43	122	510	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	383	45	120	636	496	352	474	43	122	510	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	30	430	51	135	715	557	396	533	48	137	573	121
Reduct Vol:	0	0	0	90	0	0	0	0	0	90	0	0
Reduced Vol:	30	430	51	45	715	557	396	533	48	47	573	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	30	452	53	45	750	585	396	559	51	47	602	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.95	0.98	0.75	0.86	0.92	0.63	0.99	0.99	0.28	0.94	0.97
Lanes:	1.00	1.80	0.20	1.00	1.16	0.84	1.00	1.83	0.17	1.00	1.66	0.34
Final Sat.:	735	3233	379	1433	1888	1473	1190	3447	315	532	2960	624
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.03	0.40	0.40	0.33	0.16	0.16	0.09	0.20	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.12	0.12	0.12	0.48	0.48	0.48	0.37	0.37	0.37	0.18	0.18	0.18
Volume/Cap:	0.33	1.13	1.13	0.07	0.84	0.84	0.89	0.43	0.43	0.49	1.13	1.13
Level Of Service Module:												
Delay/Veh:	21.5	104	103.8	7.5	14.6	14.6	26.5	12.2	12.2	22.2	96.3	96.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	104	103.8	7.5	14.6	14.6	26.5	12.2	12.2	22.2	96.3	96.3
Queue:	1	22	4	1	16	13	20	9	1	1	29	8

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.998
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	312.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	147	491	374	53	358	14	27	1112	178	225	1024	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	491	374	53	358	14	27	1112	178	225	1024	41
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	156	522	298	56	381	15	29	1183	142	239	1089	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	522	298	56	381	15	29	1183	142	239	1089	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	156	522	298	56	400	16	29	1242	142	239	1144	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.93	0.79	0.32	0.88	0.97	0.10	0.81	0.75	0.08	0.84	0.54
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	599	1767	1496	599	3221	129	188	3078	1419	154	3192	1034
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.20	0.09	0.12	0.12	0.15	0.40	0.10	1.55	0.36	0.03
Crit Moves:		****								****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	1.76	2.00	1.35	0.63	0.84	0.84	0.20	0.52	0.13	2.00	0.46	0.04
Level Of Service Module:												
Delay/Veh:	919.8	1432	269.7	27.8	28.1	28.1	1.6	2.3	1.4	1451	2.1	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	919.8	1432	269.7	27.8	28.1	28.1	1.6	2.3	1.4	1451	2.1	1.3
Queue:	33	148	28	1	10	1	0	10	1	xxxx	9	0

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	1 0	0	0 0	0 0	1	1 0	1 1
Volume Module:												
Base Vol:	300	846	0	0	1684	43	0	0	0	754	260	761
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	846	0	0	1684	43	0	0	0	754	260	761
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	313	881	0	0	1754	45	0	0	0	785	271	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	881	0	0	1754	45	0	0	0	785	271	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
Final Vol.:	313	925	0	0	1930	49	0	0	0	864	298	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.97	0.85	0.88
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.80	0.70	1.50
Final Sat.:	1805	3800	0	0	5378	137	0	0	0	3320	1145	2513
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.19	0.60	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.89	0.41	0.00	0.00	0.89	0.89	0.00	0.00	0.00	0.89	0.89	0.89
Level Of Service Module:												
Delay/Veh:	33.8	5.6	0.0	0.0	17.3	17.3	0.0	0.0	0.0	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	5.6	0.0	0.0	17.3	17.3	0.0	0.0	0.0	21.5	21.5	21.5
Queue:	9	11	0	0	43	2	0	0	0	21	8	16

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EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

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1994 HCM Operations Method (Base Volume Alternative)

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON RAMP

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.856	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.4	
Optimal Cycle:	77	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	2 0	2	0 0	0 1	1	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1060	637	1145	1889	0	57	157	226	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1060	637	1145	1889	0	57	157	226	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1140	514	1231	2031	0	61	169	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1140	514	1231	2031	0	61	169	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1254	565	1268	2133	0	64	177	182	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	1.01	0.85	1.03	1.00	0.85	0.79	0.82	1.00	1.00	1.00
Lanes:	0.00	2.84	1.16	2.00	2.00	0.00	0.50	1.50	1.00	0.00	0.00	0.00
Final Sat.:	0	4956	2233	3249	3927	0	815	2254	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.39	0.54	0.00	0.08	0.08	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.46	0.75	0.00	0.14	0.14	0.14	0.00	0.00	0.00
Volume/Cap:	0.00	0.86	0.86	0.86	0.72	0.00	0.58	0.58	0.86	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	19.2	19.2	15.4	4.0	0.0	22.4	22.4	40.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	19.2	15.4	4.0	0.0	22.4	22.4	40.6	0.0	0.0	0.0
Queue:	0	28	14	27	26	0	2	4	5	0	0	0

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EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	100	1331	201	138	1688	82	209	436	140	347	467	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1331	201	138	1688	82	209	436	140	347	467	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	103	1372	207	142	1740	85	215	449	144	358	481	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1372	207	142	1740	85	215	449	144	358	481	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.03	1.05	1.05	1.03	1.05	1.05
Final Vol.:	103	1441	218	142	1827	89	222	472	152	368	506	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.84	0.93	0.85	0.90	0.96
Lanes:	1.00	1.75	0.25	1.00	1.91	0.09	2.00	1.55	0.45	2.00	1.64	0.36
Final Sat.:	1805	2729	413	1865	3359	164	3129	2469	795	3249	2800	648
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.53	0.08	0.54	0.54	0.07	0.19	0.19	0.11	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.49	0.49	0.07	0.51	0.51	0.08	0.18	0.18	0.11	0.20	0.20
Volume/Cap:	1.06	1.07	1.07	1.07	1.06	1.06	0.88	1.07	1.07	1.07	0.88	0.88
Level Of Service Module:												
Delay/Veh:	109.0	49.2	49.2	100.5	45.7	45.7	43.5	71.3	71.3	82.8	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.0	49.2	49.2	100.5	45.7	45.7	43.5	71.3	71.3	82.8	29.0	29.0
Queue:	6	54	11	7	66	5	7	19	8	16	13	4

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1994 HCM OPERATIONS METHODOLOGY

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1994 HCM Operations Method (Base Volume Alternative)

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 1.186
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 75.6
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	136	1439	87	129	1620	93	140	512	91	263	585	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1439	87	129	1620	93	140	512	91	263	585	55
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	142	1499	68	134	1688	73	146	533	95	274	609	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1499	68	134	1688	73	146	533	95	274	609	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	142	1574	68	134	1772	76	146	560	100	274	640	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.94	1.01
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.71	0.29	1.00	1.84	0.16
Final Sat.:	1745	3547	1478	1745	3090	133	1685	2979	532	1657	3293	309
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.05	0.08	0.57	0.57	0.09	0.19	0.19	0.17	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.47	0.47	0.08	0.48	0.48	0.09	0.16	0.16	0.14	0.21	0.21
Volume/Cap:	1.19	0.94	0.10	0.94	1.19	1.19	0.94	1.19	1.19	1.19	0.94	0.94
Level Of Service Module:												
Delay/Veh:	164.7	19.6	7.6	59.1	110	109.6	57.1	127	126.8	143.0	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.7	19.6	7.6	59.1	110	109.6	57.1	127	126.8	143.0	32.4	32.4
Queue:	10	38	1	5	101	6	5	32	7	17	18	3

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
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Intersection #117 TWENTY-THIRD STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	189	0	138	0	0	0	0	1710	166	262	1235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	0	138	0	0	0	0	1710	166	262	1235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	210	0	153	0	0	0	0	1900	138	291	1372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	210	0	153	0	0	0	0	1900	138	201	1372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	210	0	153	0	0	0	0	1995	145	201	1441	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.66	1.00	1.00	1.00	1.00	0.83	0.89	0.19	0.97	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1685	0	1249	0	0	0	0	2959	215	369	3673	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.67	0.67	0.54	0.39	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.65	0.65	0.77	0.77	0.00
Volume/Cap:	1.03	0.00	1.02	0.00	0.00	0.00	0.00	1.03	1.03	0.71	0.51	0.00
Level Of Service Module:												
Delay/Veh:	82.4	0.0	84.6	0.0	0.0	0.0	0.0	33.1	33.1	19.5	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	0.0	84.6	0.0	0.0	0.0	0.0	33.1	33.1	19.5	2.4	0.0
Queue:	9	0	7	0	0	0	0	65	7	9	12	0

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Intersection #118 TWENTY-THIRD STREET/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.899
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 627.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	106	377	175	25	634	16	0	1088	286	360	946	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	377	175	25	634	16	0	1088	286	360	946	34
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	113	401	140	27	674	13	0	1157	304	383	1006	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	90	0	0
Reduced Vol:	113	401	140	27	674	13	0	1157	304	293	1006	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	118	421	147	27	674	13	0	1215	319	293	1006	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.46	0.49	0.88	0.82	0.84	1.00	0.84	0.86	0.57	0.75	0.80
Lanes:	0.33	1.26	0.41	0.04	0.96	1.00	0.00	1.60	0.40	0.36	1.59	0.05
Final Sat.:	310	1105	386	60	1504	1596	0	2531	665	392	2248	80
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.45	0.45	0.01	0.00	0.48	0.48	0.75	0.45	0.45
Crit Moves:				****						****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.23	0.23	0.45	0.45	0.45
Volume/Cap:	0.87	0.87	0.87	1.03	1.03	0.02	0.00	2.05	2.05	1.65	0.99	0.99
Level Of Service Module:												
Delay/Veh:	20.8	20.8	20.8	48.4	48.4	8.3	0.0	1572	1572	640.1	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.8	48.4	48.4	8.3	0.0	1572	1572	640.1	28.7	28.7
Queue:	4	10	4	2	23	0	0	373	101	93	29	2

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1994 HCM OPERATIONS METHODOLOGY

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1994 HCM Operations Method (Base Volume Alternative)

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Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 65 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 0	0	0 4	0 0	0	0 0	0 0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	428	0	0	2560	0	0	0	0	697	0	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	0	0	2560	0	0	0	0	697	0	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	460	0	0	2753	0	0	0	0	749	0	974
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	0	0	2753	0	0	0	0	749	0	974
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	483	0	0	3028	0	0	0	0	772	0	1101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.22	0.00	0.35
Crit Moves:					****							****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.25	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.53	0.00	0.84
Level Of Service Module:												
Delay/Veh:	0.0	7.2	0.0	0.0	12.0	0.0	0.0	0.0	0.0	11.5	0.0	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	0.0	0.0	12.0	0.0	0.0	0.0	0.0	11.5	0.0	17.2
Queue:	0	6	0	0	60	0	0	0	0	13	0	24

****

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #126 CLOVERFIELD BOULEVARD/I-10 EB ON RAMP

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.712	
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	4.7	
Optimal Cycle:	42	Level Of Service:	A	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2	0 1	1 0	0 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	416	439	1602	1442	22	0	0	70	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	416	0	1602	1442	22	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	0	447	0	1723	1551	24	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	0	1723	1551	24	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	470	0	1774	1628	25	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3497	54	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.53	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.19	0.00	0.74	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.71	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	21.6	0.0	4.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	4.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	10	0	22	5	0	0	0	0	0	0	0

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 143 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	239	31	325	461	622	382	1238	31	81	701	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	239	31	325	461	622	382	1238	31	81	701	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	40	260	34	353	501	676	415	1346	34	88	762	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	260	34	353	501	676	415	1346	34	88	762	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.03	1.05	1.05	1.00	1.05	1.05
Final Vol.:	40	273	35	353	501	676	428	1413	35	88	800	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.91	1.01	0.47	1.00	0.92	0.89	0.90	1.00	0.89	0.90	0.96
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	213	3115	399	893	1900	1756	3369	3345	83	1685	2994	457
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.40	0.26	0.39	0.13	0.42	0.42	0.05	0.27	0.27
Crit Moves:				****				****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.16	0.43	0.43	0.05	0.33	0.33
Volume/Cap:	0.47	0.22	0.22	0.98	0.65	0.95	0.81	0.98	0.98	0.98	0.81	0.81
Level Of Service Module:												
Delay/Veh:	13.5	10.1	10.1	42.1	13.6	29.1	27.7	28.6	28.6	90.7	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	10.1	10.1	42.1	13.6	29.1	27.7	28.6	28.6	90.7	19.2	19.2
Queue:	1	4	1	12	9	19	10	38	2	4	18	3

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	253	0	227	118	1149	0	0	600	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	253	0	227	118	1149	0	0	600	94
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	264	0	177	123	1197	0	0	625	98
Reduct Vol:	0	0	0	0	0	0	90	0	0	0	0	0
Reduced Vol:	0	0	0	264	0	177	33	1197	0	0	625	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	264	0	177	35	1257	0	0	656	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.94	0.93	0.87	1.00	1.00	0.82	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.05	1.95	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	1685	0	1777	88	3219	0	0	2728	428
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.10	0.40	0.39	0.00	0.00	0.24	0.24
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.71	0.71	0.00	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.56	0.56	0.55	0.00	0.00	0.89	0.89
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	21.2	5.9	3.8	0.0	0.0	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	0.0	21.2	5.9	3.8	0.0	0.0	26.1	26.1
Queue:	0	0	0	8	0	4	2	13	0	0	16	4

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	616	148	100	492	66	98	1398	85	99	1352	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	616	148	100	492	66	98	1398	85	99	1352	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	93	677	163	110	541	73	108	1536	93	109	1486	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	677	163	110	541	73	108	1536	93	109	1486	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	93	711	171	110	568	76	108	1613	98	109	1560	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.91	0.91	0.11	0.88	0.98	0.09	0.86	0.83	0.10	0.85	0.88
Lanes:	1.00	1.61	0.39	1.00	1.79	0.21	1.00	1.88	0.12	1.00	1.79	0.21
Final Sat.:	502	2773	667	205	2991	400	171	3079	187	190	2900	351
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.54	0.19	0.19	0.63	0.52	0.52	0.57	0.54	0.54
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.44	0.60	0.60	1.26	0.45	0.45	1.26	1.05	1.05	1.15	1.08	1.08
Level Of Service Module:												
Delay/Veh:	11.4	12.0	12.0	238.3	10.7	10.7	221.9	40.7	40.7	139.0	51.2	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	12.0	12.0	238.3	10.7	10.7	221.9	40.7	40.7	139.0	51.2	51.2
Queue:	2	12	3	10	9	1	10	55	5	8	59	10

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4 Way Stop Method (Base Volume Alternative)

****

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

****

Cycle (sec):	1			Critical Vol./Cap. (X):			1.088					
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			6.5					
Optimal Cycle:	0			Level Of Service:			B					

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	20	334	0	0	515	25	0	0	0	33	18	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	334	0	0	515	25	0	0	0	33	18	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	22	367	0	0	566	27	0	0	0	36	20	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	367	0	0	566	27	0	0	0	36	20	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	367	0	0	566	27	0	0	0	36	20	66
Saturation Flow Module:												
Sat/Lane:	505	505	505	520	520	520	0	0	0	256	256	256
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.64	0.36	1.00
Final Sat.:	505	505	0	0	520	520	0	0	0	165	91	256
Capacity Analysis Module:												
Vol/Sat:	0.04	0.73	0.00	0.00	1.09	0.05	0.00	0.00	0.00	0.22	0.22	0.26
Crit Moves:		****			****				****			****
ApproachV/S:		0.39			0.57			xxxxx			0.24	
Level Of Service Module:												
Delay/Veh:	1.2	15.8	0.0	0.0	62.6	1.2	0.0	0.0	0.0	2.3	2.3	2.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.2	15.8	0.0	0.0	62.6	1.2	0.0	0.0	0.0	2.3	2.3	2.7
LOS by Move:	A	C	*	*	F	A	*	*	*	A	A	A
ApproachDel:		4.3			8.7			xxxxxx			2.5	
LOS by Appr:		A			B			F			A	

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
EXISTING PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	300	55	101	414	0	54	6	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	300	55	101	414	0	54	6	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	330	60	111	455	0	59	7	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	60	111	455	0	59	7	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	330	60	111	455	0	59	7	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	388	388	388	458	458	458	235	235	235	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	388	388	458	458	0	210	25	235	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.85	0.15	0.24	0.99	0.00	0.28	0.28	0.10	0.00	0.00	0.00
Crit Moves:		****			****		****					****
ApproachV/S:		0.50			0.62			0.19			xxxxx	
Level Of Service Module:												
Delay/Veh:	0.0	25.3	1.8	2.5	43.6	0.0	2.9	2.9	1.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	1.8	2.5	43.6	0.0	2.9	2.9	1.5	0.0	0.0	0.0
LOS by Move:	*	D	A	A	E	*	A	A	A	*	*	*
ApproachDel:		6.8			10.5			2.1			xxxxxx	
LOS by Appr:		B			C			A			F	

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

FUTURE 2010 BASE

AM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 132 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	675	636	295	591	0	0	0	0	325	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	675	636	295	591	0	0	0	0	325	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	675	636	295	591	0	0	0	0	325	0	220
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	794	561	347	695	0	0	0	0	382	0	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	794	561	347	695	0	0	0	0	382	0	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.05
Final Vol.:	0	834	561	347	730	0	0	0	0	401	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.32	0.76	1.00	1.00	1.00	1.00	0.77	1.00	0.82
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.68	0.00	1.32
Final Sat.:	0	3192	1202	614	2873	0	0	0	0	2457	0	2064
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.47	0.57	0.25	0.00	0.00	0.00	0.00	0.16	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.48	0.48	0.72	0.72	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.54	0.97	0.79	0.35	0.00	0.00	0.00	0.00	0.97	0.00	0.59
Level Of Service Module:												
Delay/Veh:	0.0	9.7	34.8	16.5	2.8	0.0	0.0	0.0	0.0	42.2	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	34.8	16.5	2.8	0.0	0.0	0.0	0.0	42.2	0.0	20.5
Queue:	0	13	17	11	6	0	0	0	0	13	0	4

****

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1994 HCM Operations Method (Future Volume Alternative)

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Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.744	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	16.4	
Optimal Cycle:	62	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T	- R	L -	T	- R	L -	T	- R	L -	T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1	0 2	0 1	1	0 1!	0 1	0	1	0 0 1
Volume Module:												
Base Vol:	472	1020	7	34	574	252	410	42	467	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1020	7	34	574	252	410	42	467	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1020	7	34	574	252	410	42	467	0	0	9
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	508	1097	6	37	617	203	441	45	377	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	1097	6	37	617	203	441	45	377	0	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	523	1152	6	37	648	203	463	45	395	0	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.93	1.00	0.89	0.93	0.78	0.91	0.97	0.85	1.00	1.00	0.78
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.48	0.09	1.43	0.00	1.00	1.00
Final Sat.:	3369	3530	18	1685	3547	1490	2564	161	2331	0	1900	1490
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.33	0.02	0.18	0.14	0.18	0.28	0.17	0.00	0.00	0.00
Crit Moves:		****		****				****				****
Green/Cycle:	0.22	0.44	0.44	0.03	0.25	0.25	0.38	0.38	0.38	0.00	0.00	0.01
Volume/Cap:	0.72	0.74	0.74	0.74	0.72	0.54	0.48	0.74	0.45	0.00	0.00	0.74
Level Of Service Module:												
Delay/Veh:	21.3	13.5	13.5	53.3	19.6	17.9	12.5	15.8	12.3	0.0	0.0	111.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	13.5	13.5	53.3	19.6	17.9	12.5	15.8	12.3	0.0	0.0	111.6
Queue:	11	22	0	1	14	4	8	1	7	0	0	0

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Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.779
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	40	1156	456	207	704	28	46	196	35	231	116	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1156	456	207	704	28	46	196	35	231	116	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1156	456	207	704	28	46	196	35	231	116	247
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	1217	360	218	741	29	48	206	37	243	122	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1217	360	218	741	29	48	206	37	243	122	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	42	1278	360	224	778	31	48	217	39	243	122	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.81	0.54	1.02	1.02	0.60	0.98	1.05	0.48	0.93	0.90
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	231	3547	1543	2055	3738	149	1135	3187	573	904	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.23	0.11	0.21	0.21	0.04	0.07	0.07	0.27	0.07	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.46	0.46	0.46	0.54	0.54	0.54	0.35	0.35	0.35	0.35	0.35	0.42
Volume/Cap:	0.39	0.78	0.50	0.20	0.38	0.38	0.12	0.20	0.20	0.78	0.20	0.27
Level Of Service Module:												
Delay/Veh:	10.4	13.4	10.2	8.1	6.9	6.9	11.6	11.9	11.9	23.2	11.9	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	13.4	10.2	8.1	6.9	6.9	11.6	11.9	11.9	23.2	11.9	9.7
Queue:	1	25	6	6	10	0	1	3	1	6	2	3

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Intersection #9 NEILSON WAY/ OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	15	1474	185	78	800	16	9	101	16	61	88	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1474	185	78	800	16	9	101	16	61	88	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1474	185	78	800	16	9	101	16	61	88	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	1535	193	81	833	17	9	105	17	64	92	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1535	193	81	833	17	9	105	17	64	92	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1612	202	81	875	18	9	105	17	64	92	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.88	0.91	0.09	0.90	0.93	0.97	1.03	0.68	0.64	0.79	0.74
Lanes:	1.00	1.78	0.22	1.00	1.96	0.04	0.08	0.92	1.00	1.00	0.49	0.51
Final Sat.:	329	2990	375	171	3353	69	154	1801	1292	1216	746	714
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.47	0.26	0.26	0.06	0.06	0.01	0.05	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.06	0.72	0.72	0.63	0.35	0.35	0.34	0.34	0.08	0.31	0.72	0.72
Level Of Service Module:												
Delay/Veh:	1.7	3.9	3.9	7.9	2.2	2.2	19.0	19.0	17.9	18.9	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.9	3.9	7.9	2.2	2.2	19.0	19.0	17.9	18.9	25.1	25.1
Queue:	0	20	3	1	7	0	0	2	0	1	2	2

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Intersection #17 MAIN STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	142	541	316	74	475	59	123	696	82	174	334	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	541	316	74	475	59	123	696	82	174	334	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	541	316	74	475	59	123	696	82	174	334	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	601	351	82	528	66	137	773	91	193	371	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	601	351	82	528	66	137	773	91	193	371	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	158	631	369	82	554	69	137	812	96	193	390	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.94	0.19	0.94	0.97	0.89	0.89	0.96	0.89	0.87	0.93
Lanes:	1.00	1.28	0.72	1.00	1.79	0.21	1.00	1.80	0.20	1.00	1.35	0.65
Final Sat.:	372	2206	1290	369	3181	396	1685	3061	362	1685	2235	1158
Capacity Analysis Module:												
Vol/Sat:	0.42	0.29	0.29	0.22	0.17	0.17	0.08	0.27	0.27	0.11	0.17	0.17
Crit Moves:	****			****				****		****		
Green/Cycle:	0.42	0.42	0.42	0.47	0.47	0.47	0.12	0.26	0.26	0.11	0.26	0.26
Volume/Cap:	1.00	0.68	0.68	0.47	0.37	0.37	0.67	1.00	1.00	1.00	0.67	0.67
Level Of Service Module:												
Delay/Veh:	70.4	12.9	12.9	10.7	8.8	8.8	27.5	42.3	42.3	73.1	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	12.9	12.9	10.7	8.8	8.8	27.5	42.3	42.3	73.1	18.6	18.6
Queue:	7	12	7	4	8	1	3	25	5	8	8	4

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Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 1	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	46	832	138	83	296	23	39	285	37	99	207	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	832	138	83	296	23	39	285	37	99	207	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	832	138	83	296	23	39	285	37	99	207	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	876	145	87	312	24	41	300	39	104	218	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	876	145	87	312	24	41	300	39	104	218	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	876	145	87	312	24	41	300	39	104	218	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.76	0.78	0.07	0.97	0.69	0.44	1.07	0.70	0.26	1.07	0.85
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	855	1241	205	133	1837	1319	836	2027	1335	494	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.06	0.71	0.71	0.65	0.17	0.02	0.05	0.15	0.03	0.21	0.11	0.12
Crit Moves:		****								****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.08	1.03	1.03	0.96	0.25	0.03	0.24	0.73	0.14	1.03	0.53	0.60
Level Of Service Module:												
Delay/Veh:	2.7	38.7	38.7	66.0	3.1	2.6	17.3	22.5	16.9	91.5	19.1	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	38.7	38.7	66.0	3.1	2.6	17.3	22.5	16.9	91.5	19.1	20.3
Queue:	0	31	7	4	3	0	1	7	1	5	4	4

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Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	136	214	142		162	357	58		71	672	150		184	633	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	136	214	142		162	357	58		71	672	150		184	633	181	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	136	214	142		162	357	58		71	672	150		184	633	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75		1.00	1.00	0.75	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	143	225	149		171	376	61		75	707	118		194	666	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	225	149		171	376	61		75	707	118		194	666	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.05	1.05		1.00	1.05	1.05		1.00	1.05	1.05		1.00	1.05	1.05	
Final Vol.:	143	237	157		171	395	64		75	743	124		194	700	150	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.26	0.68	0.73		0.32	0.74	0.79		0.14	0.74	0.77		0.33	0.74	0.76	
Lanes:	1.00	1.24	0.76		1.00	1.74	0.26		1.00	1.72	0.28		1.00	1.66	0.34	
Final Sat.:	492	1591	1054		606	2446	396		257	2436	406		623	2319	497	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.15	0.15		0.28	0.16	0.16		0.29	0.31	0.31		0.31	0.30	0.30	
Crit Moves:	****									****			****			
Green/Cycle:	0.40	0.40	0.40		0.40	0.40	0.40		0.34	0.34	0.34		0.48	0.48	0.48	
Volume/Cap:	0.72	0.37	0.37		0.70	0.40	0.40		0.85	0.89	0.89		0.64	0.62	0.62	
Level Of Service Module:																
Delay/Veh:	20.9	10.9	10.9		18.6	11.1	11.1		49.2	23.0	23.0		12.3	10.5	10.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.9	10.9	10.9		18.6	11.1	11.1		49.2	23.0	23.0		12.3	10.5	10.5	
Queue:	3	4	2		4	6	1		3	18	4		6	12	3	

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1994 HCM Operations Method (Future Volume Alternative)

Intersection #34 FOURTH STREET/COLORADO AVENUE

Cycle (sec):	80	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	291	830	186	91	617	33	101	327	118	172	363	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	830	186	91	617	33	101	327	118	172	363	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	830	186	91	617	33	101	327	118	172	363	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	300	856	192	94	636	34	104	337	91	177	374	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	856	192	94	636	34	104	337	91	177	374	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	300	898	201	94	668	36	104	354	91	177	393	84
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.81	0.87	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.81	0.87
Lanes:	1.00	1.65	0.35	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1462	2561	573	1516	3111	168	1516	3192	1277	1516	2581	552
Capacity Analysis Module:																				
Vol/Sat:	0.21	0.35	0.35	0.06	0.21	0.21	0.07	0.11	0.07	0.12	0.15	0.15
Crit Moves:	****				****				****		****									
Green/Cycle:	0.27	0.47	0.47	0.08	0.28	0.28	0.09	0.15	0.41	0.15	0.21	0.21
Volume/Cap:	0.76	0.75	0.75	0.75	0.76	0.76	0.74	0.76	0.17	0.76	0.74	0.74
Level Of Service Module:																				
Delay/Veh:	23.2	12.8	12.8	37.4	19.6	19.6	35.0	26.2	9.5	30.2	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	12.8	12.8	37.4	19.6	19.6	35.0	26.2	9.5	30.2	22.3	22.3
Queue:	7	17	4	3	14	1	3	8	1	5	9	2

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1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 FOURTH STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 53.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Prot+Permit						Prot+Permit						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	61		881		109		99		305		298		551		483		23		128		323		223	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	61		881		109		99		305		298		551		483		23		128		323		223	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	61		881		109		99		305		298		551		483		23		128		323		223	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	66		947		117		106		328		320		592		519		25		138		347		240	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	66		947		117		106		328		320		592		519		25		138		347		240	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.05		1.05		1.00		1.05		1.05		1.00		1.05		1.05		1.00		1.05		1.05	
Final Vol.:	66		995		123		106		344		336		592		545		26		138		365		252	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.17		0.95		0.98		0.29		0.86		0.92		0.63		0.99		0.99		0.22		0.90		0.93	
Lanes:	1.00		1.79		0.21		1.00		1.05		0.95		1.00		1.91		0.09		1.00		1.20		0.80	
Final Sat.:	331		3216		398		554		1707		1667		1190		3591		171		418		2049		1415	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.31		0.31		0.19		0.20		0.20		0.50		0.15		0.15		0.33		0.18		0.18	
Crit Moves:			****				****						****						****					
Green/Cycle:	0.27		0.27		0.27		0.33		0.33		0.33		0.52		0.52		0.52		0.23		0.23		0.23	
Volume/Cap:	0.73		1.13		1.13		0.58		0.61		0.61		0.96		0.29		0.29		1.44		0.78		0.78	
Level Of Service Module:																								
Delay/Veh:	33.4		88.4		88.4		15.7		15.3		15.3		31.4		7.0		7.0		410.4		22.0		22.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	33.4		88.4		88.4		15.7		15.3		15.3		31.4		7.0		7.0		410.4		22.0		22.0	
Queue:	2		46		8		7		7		7		29		7		0		17		9		6	

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Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 2.499
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 467.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	209	475	258	142	533	120	18	927	240	264	677	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	475	258	142	533	120	18	927	240	264	677	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	475	258	142	533	120	18	927	240	264	677	41
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	225	511	208	153	573	129	19	997	194	284	728	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	511	208	153	573	129	19	997	194	284	728	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	225	511	208	153	602	135	19	1047	194	284	764	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.81	0.14	0.86	0.95	0.23	0.81	0.76	0.10	0.84	0.54
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	291	1767	1532	257	2717	609	428	3078	1436	185	3192	1034
Capacity Analysis Module:												
Vol/Sat:	0.77	0.29	0.14	0.60	0.22	0.22	0.04	0.34	0.14	1.54	0.24	0.03
Crit Moves:	****									****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	2.50	0.93	0.44	1.93	0.72	0.72	0.07	0.55	0.22	2.50	0.39	0.05
Level Of Service Module:												
Delay/Veh:	3374	31.1	14.6	1300	17.1	17.1	4.0	6.0	4.4	3343	5.1	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3374	31.1	14.6	1300	17.1	17.1	4.0	6.0	4.4	3343	5.1	4.0
Queue:	126	14	4	43	12	3	0	14	2	xxxx	9	0

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Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	0	0	0 2	1	0	0	0 0	0	0	1	1 0	1	1
Volume Module:																
Base Vol:	229	886	0	0	1384	27	0	0	0	709	328	1089				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	229	886	0	0	1384	27	0	0	0	709	328	1089				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	229	886	0	0	1384	27	0	0	0	709	328	1089				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75				
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				
PHF Volume:	257	996	0	0	1555	30	0	0	0	797	369	918				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	257	996	0	0	1555	30	0	0	0	797	369	918				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10				
Final Vol.:	257	1045	0	0	1711	33	0	0	0	876	405	1009				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.94	0.83	0.86				
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.43	0.75	1.82				
Final Sat.:	1805	3800	0	0	5409	104	0	0	0	2561	1184	2950				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.28	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.34				
Crit Moves:	****				****					****						
Green/Cycle:	0.16	0.51	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.38	0.38	0.38				
Volume/Cap:	0.90	0.54	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.90	0.90	0.90				
Level Of Service Module:																
Delay/Veh:	38.3	8.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	18.8	18.8	18.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.3	8.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	18.8	18.8	18.8				
Queue:	8	16	0	0	39	2	0	0	0	21	11	24				

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 132 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1 1	2	0	2 0 0	0	1	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1025	1189	958	1352	0	153	433	533	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1025	1189	958	1352	0	153	433	533	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	1189	958	1352	0	153	433	533	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1046	910	978	1380	0	156	442	408	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	910	978	1380	0	156	442	408	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1098	955	1007	1449	0	164	464	408	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.91	0.85	1.03	1.00	0.81	0.76	0.82	1.00	1.00	1.00
Lanes:	0.00	2.08	1.92	2.00	2.00	0.00	0.50	1.50	1.00	0.00	0.00	0.00
Final Sat.:	0	3812	3315	3249	3927	0	764	2160	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.31	0.37	0.00	0.21	0.21	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.32	0.62	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.97	0.97	0.60	0.00	0.80	0.80	0.97	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	25.8	25.8	30.1	6.2	0.0	21.5	21.5	45.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	30.1	6.2	0.0	21.5	21.5	45.0	0.0	0.0	0.0
Queue:	0	30	27	28	20	0	4	11	13	0	0	0

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Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.418
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	219.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	133	1526	193	182	1596	143	276	567	106	309	642	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1526	193	182	1596	143	276	567	106	309	642	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1526	193	182	1596	143	276	567	106	309	642	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	148	1696	214	202	1773	159	307	630	118	343	713	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1696	214	202	1773	159	307	630	118	343	713	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.03	1.05	1.05
Final Vol.:	148	1780	225	202	1862	167	307	662	118	354	749	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.90	0.78	0.85	0.90	0.96
Lanes:	1.00	1.78	0.22	1.00	1.85	0.15	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	1805	2788	352	1865	3240	291	1564	3420	1482	3249	2857	587
Capacity Analysis Module:												
Vol/Sat:	0.08	0.64	0.64	0.11	0.57	0.57	0.20	0.19	0.08	0.11	0.26	0.26
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.45	0.45	0.08	0.46	0.46	0.14	0.21	0.21	0.12	0.18	0.18
Volume/Cap:	1.25	1.42	1.42	1.42	1.25	1.25	1.42	0.94	0.38	0.94	1.42	1.42
Level Of Service Module:												
Delay/Veh:	206.8	310	309.8	357.8	152	151.6	351.5	34.5	18.1	44.6	326	325.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	206.8	310	309.8	357.8	152	151.6	351.5	34.5	18.1	44.6	326	325.9
Queue:	12	195	27	22	128	14	33	18	2	11	77	18

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.323
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	141.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	208	1587	181	157	1681	200	225	687	99	174	305	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1587	181	157	1681	200	225	687	99	174	305	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1587	181	157	1681	200	225	687	99	174	305	142
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	221	1688	144	167	1788	160	239	731	105	185	324	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1688	144	167	1788	160	239	731	105	185	324	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	221	1773	144	167	1878	168	239	767	111	185	341	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.90	0.97
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.76	0.24	1.00	1.39	0.61
Final Sat.:	1745	3547	1478	1745	2953	264	1685	3062	443	1657	2395	1117
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.10	0.10	0.64	0.64	0.14	0.25	0.25	0.11	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.48	0.48	0.09	0.48	0.48	0.14	0.19	0.19	0.08	0.14	0.14
Volume/Cap:	1.32	1.03	0.20	1.03	1.32	1.32	1.04	1.32	1.32	1.32	1.04	1.04
Level Of Service Module:												
Delay/Veh:	256.5	36.4	7.6	81.2	214	213.8	73.6	227	227.3	262.9	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	256.5	36.4	7.6	81.2	214	213.8	73.6	227	227.3	262.9	60.4	60.4
Queue:	20	56	2	8	163	17	10	63	11	17	14	7

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Intersection #117 TWENTY THIRD STREET/PICO BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 68 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	226	0	187	0	0	0	0	1072	234	161	1479	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	0	187	0	0	0	0	1072	234	161	1479	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	0	187	0	0	0	0	1072	234	161	1479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	248	0	205	0	0	0	0	1178	193	177	1625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	0	205	0	0	0	0	1178	193	177	1625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	248	0	205	0	0	0	0	1237	203	177	1707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.66	1.00	1.00	1.00	1.00	0.82	0.88	0.23	0.97	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	1685	0	1249	0	0	0	0	2713	445	445	3673	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.16	0.00	0.00	0.00	0.00	0.46	0.46	0.40	0.46	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.56	0.69	0.69	0.00
Volume/Cap:	0.73	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.82	0.58	0.68	0.00
Level Of Service Module:												
Delay/Veh:	24.8	0.0	32.4	0.0	0.0	0.0	0.0	11.5	11.5	10.1	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	0.0	32.4	0.0	0.0	0.0	0.0	11.5	11.5	10.1	5.3	0.0
Queue:	6	0	6	0	0	0	0	24	5	5	23	0

****

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Intersection #118 TWENTY THIRD STREET/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.602
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	495.8
Optimal Cycle:	100	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0
Volume Module:												
Base Vol:	208	644	340	18	418	69	0	1062	148	185	834	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	644	340	18	418	69	0	1062	148	185	834	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	644	340	18	418	69	0	1062	148	185	834	8
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	217	671	266	19	435	54	0	1106	154	193	869	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	671	266	19	435	54	0	1106	154	193	869	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	228	704	279	19	435	54	0	1162	162	193	869	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.47	0.51	0.76	0.71	0.85	1.00	0.85	0.88	0.95	0.75	0.80
Lanes:	0.36	1.20	0.44	0.04	0.96	1.00	0.00	1.76	0.24	0.30	1.69	0.01
Final Sat.:	350	1079	428	57	1295	1615	0	2855	398	533	2398	22
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.34	0.34	0.03	0.00	0.41	0.41	0.36	0.36	0.36
Crit Moves:		****						****				****
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.00	0.25	0.25	0.23	0.23	0.23
Volume/Cap:	1.60	1.60	1.60	0.82	0.82	0.08	0.00	1.60	1.60	1.60	1.60	1.60
Level Of Service Module:												
Delay/Veh:	562.0	562	562.0	20.6	20.6	9.4	0.0	562	562.2	564.9	565	564.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	562.0	562	562.0	20.6	20.6	9.4	0.0	562	562.2	564.9	565	564.9
Queue:	39	115	47	1	10	1	0	176	27	31	131	3

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Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

Cycle (sec):	80	Critical Vol./Cap. (X):	0.873
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	75	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 0	0	0 4	0 0	0	0 0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	706	0	0	1731	0	0	0	0	812	0	1808
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	706	0	0	1731	0	0	0	0	812	0	1808
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	706	0	0	1731	0	0	0	0	812	0	1808
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	751	0	0	1841	0	0	0	0	864	0	1443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	751	0	0	1841	0	0	0	0	864	0	1443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	789	0	0	2026	0	0	0	0	890	0	1630
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.52
Crit Moves:					****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.63	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.43	0.00	0.87
Level Of Service Module:												
Delay/Veh:	0.0	15.3	0.0	0.0	18.6	0.0	0.0	0.0	0.0	5.7	0.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	0.0	18.6	0.0	0.0	0.0	0.0	5.7	0.0	12.3
Queue:	0	15	0	0	45	0	0	0	0	11	0	33

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #126 CLOVERFIELD BOULEVARD/I-10 EB ON RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	699	501	1389	1036	15	0	0	25	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	699	0	1389	1036	15	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	699	0	1389	1036	15	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	0	777	0	1543	1151	17	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	0	1543	1151	17	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	816	0	1590	1209	18	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3498	52	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.47	0.35	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.30	0.00	0.62	0.92	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.00	0.76	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	18.0	0.0	7.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	7.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	17	0	26	3	0	0	0	0	0	0	0

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1994 HCM Operations Method (Future Volume Alternative)

Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.088
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	39	498	22	173	589	582	369	744	152	93	821	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	498	22	173	589	582	369	744	152	93	821	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	498	22	173	589	582	369	744	152	93	821	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	45	579	26	201	685	677	429	865	177	108	955	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	579	26	201	685	677	429	865	177	108	955	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.03	1.05	1.05	1.00	1.05	1.05
Final Vol.:	45	608	27	201	685	677	442	908	186	108	1002	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.92	1.02	0.22	1.00	0.92	0.89	0.87	0.97	0.89	0.89	0.95
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	2.00	1.69	0.31	1.00	1.68	0.32
Final Sat.:	195	3376	150	418	1900	1756	3369	2801	574	1685	2836	589
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.18	0.48	0.36	0.39	0.13	0.32	0.32	0.06	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.12	0.37	0.37	0.07	0.32	0.32
Volume/Cap:	0.52	0.41	0.41	1.09	0.82	0.87	1.09	0.87	0.87	0.87	1.09	1.09
Level Of Service Module:												
Delay/Veh:	13.8	9.9	9.9	89.7	15.9	19.0	86.7	20.0	20.0	54.0	66.7	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	9.9	9.9	89.7	15.9	19.0	86.7	20.0	20.0	54.0	66.7	66.7
Queue:	1	9	0	10	15	16	19	21	5	4	40	11

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 99 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	1 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	160	0	152	155	1239	0	0	626	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	152	155	1239	0	0	626	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	152	155	1239	0	0	626	254
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	176	0	125	170	1362	0	0	688	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	176	0	125	170	1362	0	0	688	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	176	0	125	179	1430	0	0	722	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.92	0.78	0.86	1.00	1.00	0.93	0.67
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.22	1.78	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1685	0	1756	324	2920	0	0	3547	1277
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.55	0.49	0.00	0.00	0.20	0.22
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.77	0.77	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.62	0.71	0.63	0.00	0.00	0.85	0.92
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	52.3	0.0	26.0	4.5	3.0	0.0	0.0	24.8	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.3	0.0	26.0	4.5	3.0	0.0	0.0	24.8	41.0
Queue:	0	0	0	6	0	3	6	14	0	0	17	8

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1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	2.155
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	572.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	72	570	89	133	642	95	77	1266	91	286	1467	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	570	89	133	642	95	77	1266	91	286	1467	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	570	89	133	642	95	77	1266	91	286	1467	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	83	655	102	153	738	109	89	1455	105	329	1686	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	655	102	153	738	109	89	1455	105	329	1686	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	83	688	107	153	775	115	89	1528	110	329	1771	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.91	0.91	0.39	0.88	0.98	0.09	0.86	0.83	0.10	0.86	0.89
Lanes:	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.86	0.14	1.00	1.86	0.14
Final Sat.:	899	3008	468	735	2957	439	171	3046	219	190	3051	229
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.21	0.26	0.26	0.52	0.50	0.50	1.73	0.58	0.58
Crit Moves:					****					****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.76	1.88	1.88	1.71	2.16	2.16	0.65	0.62	0.62	2.16	0.72	0.72
Level Of Service Module:												
Delay/Veh:	39.0	1125	1125	839.1	1908	1908	7.4	2.3	2.3	1919	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	1125	1125	839.1	1908	1908	7.4	2.3	2.3	1919	2.9	2.9
Queue:	2	164	28	30	266	43	1	14	1	xxxx	19	2

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FUTURE AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	498	0	0	224	42	0	0	0	69	16	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	498	0	0	224	42	0	0	0	69	16	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	498	0	0	224	42	0	0	0	69	16	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	530	0	0	238	45	0	0	0	73	17	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	530	0	0	238	45	0	0	0	73	17	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	530	0	0	238	45	0	0	0	73	17	221
Saturation Flow Module:												
Sat/Lane:	516	516	516	454	454	454	0	0	0	335	335	335
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	516	516	0	0	454	454	0	0	0	272	63	335
Capacity Analysis Module:												
Vol/Sat:	0.07	1.03	0.00	0.00	0.52	0.10	0.00	0.00	0.00	0.27	0.27	0.66
Crit Moves:		****			****				****			****
ApproachV/S:		0.55			0.31			xxxxx			0.46	
Level Of Service Module:												
Delay/Veh:	1.3	49.6	0.0	0.0	7.3	1.5	0.0	0.0	0.0	2.8	2.8	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	49.6	0.0	0.0	7.3	1.5	0.0	0.0	0.0	2.8	2.8	12.3
LOS by Move:	A	F	*	*	B	A	*	*	*	A	A	C
ApproachDel:		8.1			3.3			xxxxxx			5.8	
LOS by Appr:		B			A			F			B	

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

Cycle (sec): 1 Critical Vol./Cap. (X): 1.334
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1	0	1	1	0 1	0	0	0	1 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	473	183		93	223	0		101	14	32		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	473	183		93	223	0		101	14	32		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	473	183		93	223	0		101	14	32		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	0	503	195		99	237	0		107	15	34		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	503	195		99	237	0		107	15	34		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	503	195		99	237	0		107	15	34		0	0	0	
Saturation Flow Module:																
Sat/Lane:	377	377	377		404	404	404		280	280	280		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.88	0.12	1.00		0.00	0.00	0.00	
Final Sat.:	0	377	377		404	404	0		246	34	280		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	1.33	0.52		0.25	0.59	0.00		0.44	0.44	0.12		0.00	0.00	0.00	
Crit Moves:		****				****				****					****	
ApproachV/S:		0.93				0.42				0.28				xxxxx		
Level Of Service Module:																
Delay/Veh:	0.0	159	7.1		2.5	9.3	0.0		5.2	5.2	1.6		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	159	7.1		2.5	9.3	0.0		5.2	5.2	1.6		0.0	0.0	0.0	
LOS by Move:	*	F	B		A	B	*		B	B	A		*	*	*	
ApproachDel:		33.7				4.9				2.9				xxxxxx		
LOS by Appr:		E				A				A				F		

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

FUTURE 2010 BASE

PM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.807
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	926	272	204	631	0	0	0	0	468	0	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	272	204	631	0	0	0	0	468	0	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	926	272	204	631	0	0	0	0	468	0	453
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1018	224	224	693	0	0	0	0	514	0	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1018	224	224	693	0	0	0	0	514	0	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.05
Final Vol.:	0	1068	224	224	728	0	0	0	0	540	0	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.31	0.76	1.00	1.00	1.00	1.00	0.76	1.00	0.81
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	3192	1202	598	2873	0	0	0	0	2312	0	2169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.19	0.37	0.25	0.00	0.00	0.00	0.00	0.23	0.00	0.18
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.41	0.41	0.60	0.60	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.81	0.45	0.63	0.42	0.00	0.00	0.00	0.00	0.81	0.00	0.62
Level Of Service Module:												
Delay/Veh:	0.0	16.0	11.3	10.7	5.7	0.0	0.0	0.0	0.0	20.1	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	11.3	10.7	5.7	0.0	0.0	0.0	0.0	20.1	0.0	16.5
Queue:	0	22	4	6	9	0	0	0	0	12	0	8

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

Cycle (sec): 80 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 132 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	1! 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	570	903	4	4	1234	199	209	4	694	6	31	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	903	4	4	1234	199	209	4	694	6	31	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	903	4	4	1234	199	209	4	694	6	31	27
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	588	931	3	4	1272	154	215	4	537	6	32	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	931	3	4	1272	154	215	4	537	6	32	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	605	977	3	4	1336	154	226	4	563	6	32	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.93	1.00	0.89	0.93	0.78	0.88	0.94	0.83	0.89	0.89	0.76
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.27	0.01	1.72	0.16	0.84	1.00
Final Sat.:	3369	3537	11	1685	3547	1490	2132	16	2701	267	1426	1436
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.28	0.00	0.38	0.10	0.11	0.25	0.21	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.57	0.57	0.00	0.39	0.39	0.26	0.26	0.26	0.02	0.02	0.02
Volume/Cap:	0.97	0.49	0.49	0.49	0.97	0.27	0.41	0.97	0.82	0.97	0.97	0.63
Level Of Service Module:												
Delay/Veh:	43.0	6.9	6.9	49.9	29.3	10.9	16.1	37.8	21.9	124.6	125	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	6.9	6.9	49.9	29.3	10.9	16.1	37.8	21.9	124.6	125	45.7
Queue:	18	13	0	0	36	2	4	1	13	1	2	1

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.924
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	73.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	26	1030	179	293	1577	47	95	175	49	316	130	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1030	179	293	1577	47	95	175	49	316	130	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1030	179	293	1577	47	95	175	49	316	130	241
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	28	1096	143	312	1678	50	101	186	52	336	138	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1096	143	312	1678	50	101	186	52	336	138	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	28	1151	143	321	1762	53	101	195	55	336	138	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.93	0.78	0.82	1.03	1.03	0.59	0.96	1.02	0.49	0.93	0.90
Lanes:	1.00	2.00	1.00	2.00	1.94	0.06	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	355	3547	1488	3129	3812	115	1117	2885	814	940	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.10	0.10	0.46	0.46	0.09	0.07	0.07	0.36	0.08	0.11
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.64
Volume/Cap:	0.31	1.29	0.38	0.17	0.76	0.76	0.33	0.24	0.24	1.29	0.28	0.18
Level Of Service Module:												
Delay/Veh:	16.4	197	16.3	4.3	8.3	8.3	15.1	14.5	14.5	217.9	14.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	197	16.3	4.3	8.3	8.3	15.1	14.5	14.5	217.9	14.7	3.9
Queue:	1	85	3	5	29	1	2	3	1	27	2	2

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #9 NEILSON WAY/ OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.108
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	22	1108	138	143	1312	346	12	74	23	226	125	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1108	138	143	1312	346	12	74	23	226	125	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1108	138	143	1312	346	12	74	23	226	125	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	23	1142	142	147	1353	357	12	76	24	233	129	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1142	142	147	1353	357	12	76	24	233	129	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	1199	149	147	1420	375	12	76	24	233	129	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.88	0.91	0.09	0.87	0.91	0.68	0.73	0.68	0.72	0.79	0.74
Lanes:	1.00	1.79	0.21	1.00	1.59	0.41	0.14	0.86	1.00	1.00	0.52	0.48
Final Sat.:	165	2993	372	171	2644	698	186	1179	1292	1368	780	683
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.86	0.54	0.54	0.06	0.06	0.02	0.17	0.17	0.17
Crit Moves:				****							****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.18	0.52	0.52	1.11	0.69	0.69	0.43	0.43	0.12	1.14	1.11	1.11
Level Of Service Module:												
Delay/Veh:	1.6	2.3	2.3	99.9	3.2	3.2	20.7	20.7	19.1	119.9	102	102.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	2.3	2.3	99.9	3.2	3.2	20.7	20.7	19.1	119.9	102	102.2
Queue:	0	10	1	10	16	5	0	2	0	13	8	7

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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Intersection #17 MAIN STREET/PICO BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 152 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	125	340	402	219	406	63	31	538	123	347	505	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	340	402	219	406	63	31	538	123	347	505	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	340	402	219	406	63	31	538	123	347	505	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	130	354	419	228	423	66	32	560	128	361	526	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	354	419	228	423	66	32	560	128	361	526	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	130	354	419	228	444	69	32	588	135	361	552	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.97	0.83	0.42	0.94	0.97	0.89	0.89	0.95	0.89	0.90	0.96
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.65	0.35	1.00	1.73	0.27
Final Sat.:	443	1837	1577	800	3098	482	1685	2771	636	1685	2951	503
Capacity Analysis Module:												
Vol/Sat:	0.29	0.19	0.27	0.29	0.14	0.14	0.02	0.21	0.21	0.21	0.19	0.19
Crit Moves:	****			****				****		****		
Green/Cycle:	0.27	0.27	0.27	0.41	0.41	0.41	0.04	0.22	0.22	0.22	0.40	0.40
Volume/Cap:	1.07	0.70	0.97	0.70	0.35	0.35	0.47	0.97	0.97	0.97	0.47	0.47
Level Of Service Module:												
Delay/Veh:	107.5	18.3	36.5	15.8	10.6	10.6	27.8	38.7	38.7	48.2	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.5	18.3	36.5	15.8	10.6	10.6	27.8	38.7	38.7	48.2	11.6	11.6
Queue:	7	8	13	8	7	1	1	18	5	12	9	2

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Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.228
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	74.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	81	559	154	103	797	51	26	443	99	212	450	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	559	154	103	797	51	26	443	99	212	450	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	559	154	103	797	51	26	443	99	212	450	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	88	608	167	112	866	55	28	482	108	230	489	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	608	167	112	866	55	28	482	108	230	489	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	608	167	112	866	55	28	482	108	230	489	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.75	0.78	0.11	0.97	0.70	0.21	1.07	0.69	0.22	1.07	0.85
Lanes:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	209	1126	309	209	1837	1335	399	2027	1319	418	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.42	0.54	0.54	0.54	0.47	0.04	0.07	0.24	0.08	0.55	0.24	0.07
Crit Moves:		****								****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.96	1.23	1.23	1.22	1.07	0.09	0.16	0.53	0.18	1.23	0.54	0.16
Level Of Service Module:												
Delay/Veh:	72.5	149	149.4	202.1	61.4	8.5	8.5	10.7	8.6	168.2	10.8	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	149	149.4	202.1	61.4	8.5	8.5	10.7	8.6	168.2	10.8	8.5
Queue:	4	41	13	9	34	1	0	8	1	17	8	1

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Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.952
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle:	135	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	126	309	129	158	299	71	68	686	208	169	993	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	309	129	158	299	71	68	686	208	169	993	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	309	129	158	299	71	68	686	208	169	993	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	137	336	140	172	325	77	74	746	170	184	1079	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	336	140	172	325	77	74	746	170	184	1079	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	137	353	147	172	341	81	74	783	178	184	1133	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.69	0.74	0.24	0.73	0.78	0.11	0.73	0.75	0.25	0.74	0.77
Lanes:	1.00	1.44	0.56	1.00	1.64	0.36	1.00	1.64	0.36	1.00	1.76	0.24
Final Sat.:	539	1894	789	447	2257	536	205	2272	516	471	2491	350
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.19	0.38	0.15	0.15	0.36	0.34	0.34	0.39	0.45	0.45
Crit Moves:				****			****			****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.51	0.51	0.51
Volume/Cap:	0.67	0.49	0.49	1.01	0.40	0.40	0.88	0.85	0.85	0.77	0.90	0.90
Level Of Service Module:												
Delay/Veh:	18.8	12.5	12.5	72.6	11.8	11.8	56.5	18.1	18.1	18.9	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	12.5	12.5	72.6	11.8	11.8	56.5	18.1	18.1	18.9	17.2	17.2
Queue:	3	6	3	7	6	1	3	17	5	12	26	5

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Intersection #34 FOURTH STREET/COLORADO AVENUE

Cycle (sec):	80	Critical Vol./Cap. (X):	0.985
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	197	712	172	187	931	75	147	443	333	318	542	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	712	172	187	931	75	147	443	333	318	542	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	712	172	187	931	75	147	443	333	318	542	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	203	734	177	193	960	77	152	457	257	328	559	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	734	177	193	960	77	152	457	257	328	559	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	203	771	186	193	1008	81	152	480	257	328	587	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.81	0.87	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.81	0.87
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1462	2527	610	1516	3037	244	1516	3192	1277	1516	2650	478
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.13	0.33	0.33	0.10	0.15	0.20	0.22	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.34	0.34	0.14	0.34	0.34	0.12	0.15	0.29	0.22	0.26	0.26
Volume/Cap:	0.99	0.90	0.90	0.90	0.99	0.99	0.86	0.99	0.69	0.99	0.86	0.86
Level Of Service Module:												
Delay/Veh:	66.2	24.2	24.2	47.7	34.7	34.7	45.2	49.7	19.7	54.2	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	24.2	24.2	47.7	34.7	34.7	45.2	49.7	19.7	54.2	25.2	25.2
Queue:	8	19	6	6	29	4	5	16	6	11	14	4

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Intersection #37 FOURTH STREET/PICO BOULEVARD

****

Cycle (sec):	80	Critical Vol./Cap. (X):	1.127
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	81.4
Optimal Cycle:	180	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	46	433	50	140	750	508	409	433	43	133	519	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	433	50	140	750	508	409	433	43	133	519	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	433	50	140	750	508	409	433	43	133	519	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	52	487	56	157	843	571	460	487	48	149	583	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	487	56	157	843	571	460	487	48	149	583	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	52	511	59	157	885	599	460	511	51	149	612	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.95	0.98	0.76	0.87	0.93	0.59	0.99	0.99	0.24	0.94	0.97
Lanes:	1.00	1.80	0.20	1.00	1.23	0.77	1.00	1.82	0.18	1.00	1.63	0.37
Final Sat.:	771	3238	374	1435	2021	1368	1114	3421	341	456	2910	675
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.11	0.44	0.44	0.41	0.15	0.15	0.33	0.21	0.21
Crit Moves:					****		****			****		
Green/Cycle:	0.12	0.12	0.12	0.45	0.45	0.45	0.40	0.40	0.40	0.21	0.21	0.21
Volume/Cap:	0.56	1.32	1.32	0.24	0.97	0.97	1.04	0.38	0.38	1.59	1.03	1.03
Level Of Service Module:												
Delay/Veh:	27.0	235	235.3	8.6	25.9	25.9	56.7	11.1	11.1	628.3	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	235	235.3	8.6	25.9	25.9	56.7	11.1	11.1	628.3	52.7	52.7
Queue:	1	42	7	3	25	18	38	8	1	24	21	7

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Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 2.072
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 354.2
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T		R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	151		496		369		62		363		15		38		1146		167		234		1018		101	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	151		496		369		62		363		15		38		1146		167		234		1018		101	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	151		496		369		62		363		15		38		1146		167		234		1018		101	
User Adj:	1.00		1.00		0.75		1.00		1.00		1.00		1.00		1.00		0.75		1.00		1.00		0.75	
PHF Adj:	0.94		0.94		0.94		0.94		0.94		0.94		0.94		0.94		0.94		0.94		0.94		0.94	
PHF Volume:	161		528		294		66		386		16		40		1219		133		249		1083		81	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	161		528		294		66		386		16		40		1219		133		249		1083		81	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.05		1.05		1.00		1.05		1.00		1.00		1.05		1.00	
Final Vol.:	161		528		294		66		405		17		40		1280		133		249		1137		81	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.32		0.93		0.79		0.32		0.88		0.97		0.10		0.81		0.75		0.08		0.84		0.54	
Lanes:	1.00		1.00		1.00		1.00		1.93		0.07		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	616		1767		1496		616		3216		135		188		3078		1419		154		3192		1034	
Capacity Analysis Module:																								
Vol/Sat:	0.26		0.30		0.20		0.11		0.13		0.13		0.21		0.42		0.09		1.62		0.36		0.08	
Crit Moves:			****																****					
Green/Cycle:	0.14		0.14		0.14		0.14		0.14		0.14		0.78		0.78		0.78		0.78		0.78		0.78	
Volume/Cap:	1.81		2.07		1.36		0.74		0.87		0.87		0.27		0.53		0.12		2.07		0.46		0.10	
Level Of Service Module:																								
Delay/Veh:	1027		1648		285.3		35.7		30.6		30.6		1.8		2.3		1.4		1667		2.0		1.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	1027		1648		285.3		35.7		30.6		30.6		1.8		2.3		1.4		1667		2.0		1.3	
Queue:	37		165		28		2		11		1		0		11		1		xxxx		9		0	

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Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.051
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	1 0	0 0	0	0 0	1 1	0 1	1
Volume Module:												
Base Vol:	301	975	0	0	2195	55	0	0	0	801	289	907
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	975	0	0	2195	55	0	0	0	801	289	907
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	975	0	0	2195	55	0	0	0	801	289	907
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	314	1016	0	0	2286	57	0	0	0	834	301	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1016	0	0	2286	57	0	0	0	834	301	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
Final Vol.:	314	1066	0	0	2515	63	0	0	0	918	331	779
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.97	0.85	0.88
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.71	0.70	1.59
Final Sat.:	1805	3800	0	0	5380	135	0	0	0	3152	1136	2675
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	1.05	0.46	0.00	0.00	1.05	1.05	0.00	0.00	0.00	1.05	1.05	1.05
Level Of Service Module:												
Delay/Veh:	71.7	5.5	0.0	0.0	40.9	40.9	0.0	0.0	0.0	48.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	5.5	0.0	0.0	40.9	40.9	0.0	0.0	0.0	48.7	48.7	48.7
Queue:	13	13	0	0	83	4	0	0	0	33	14	28

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 121 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1	1	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	1175	632	1206	1839	0	102	200	315	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1175	632	1206	1839	0	102	200	315	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1175	632	1206	1839	0	102	200	315	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1263	510	1297	1977	0	110	215	254	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1263	510	1297	1977	0	110	215	254	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1390	561	1336	2076	0	115	226	254	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	1.01	0.85	1.03	1.00	0.85	0.79	0.82	1.00	1.00	1.00
Lanes:	0.00	2.93	1.07	2.00	2.00	0.00	0.64	1.36	1.00	0.00	0.00	0.00
Final Sat.:	0	5110	2062	3249	3927	0	1040	2044	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.41	0.53	0.00	0.11	0.11	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.43	0.72	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.74	0.00	0.65	0.65	0.95	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	24.6	24.6	22.8	5.0	0.0	21.9	21.9	52.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	24.6	22.8	5.0	0.0	21.9	21.9	52.2	0.0	0.0	0.0
Queue:	0	36	16	34	28	0	3	5	9	0	0	0

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Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.230
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	103.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	146	1348	202	155	1933	85	224	459	144	365	496	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1348	202	155	1933	85	224	459	144	365	496	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1348	202	155	1933	85	224	459	144	365	496	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	151	1390	208	160	1993	88	231	473	148	376	511	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1390	208	160	1993	88	231	473	148	376	511	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.03	1.05	1.05
Final Vol.:	151	1459	219	160	2092	92	231	497	148	388	537	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.90	0.79	0.85	0.90	0.96
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	1805	2732	410	1865	3373	148	1564	3420	1500	3249	2773	677
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.53	0.09	0.62	0.62	0.15	0.15	0.10	0.12	0.19	0.19
Crit Moves:	****				****			****				****
Green/Cycle:	0.07	0.49	0.49	0.08	0.50	0.50	0.12	0.15	0.15	0.13	0.16	0.16
Volume/Cap:	1.23	1.08	1.08	1.08	1.23	1.23	1.23	0.95	0.65	0.95	1.23	1.23
Level Of Service Module:												
Delay/Veh:	192.9	54.9	54.9	103.0	138	137.5	186.6	42.4	24.9	46.5	160	159.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.9	54.9	54.9	103.0	138	137.5	186.6	42.4	24.9	46.5	160	159.9
Queue:	11	57	11	8	138	8	16	15	3	12	35	10

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

****

Cycle (sec):	80	Critical Vol./Cap. (X):	1.428
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	226.3
Optimal Cycle:	180	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	148	1414	146	257	2016	234	232	598	79	270	598	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1414	146	257	2016	234	232	598	79	270	598	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1414	146	257	2016	234	232	598	79	270	598	80
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	154	1473	114	268	2100	183	242	623	82	281	623	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1473	114	268	2100	183	242	623	82	281	623	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	154	1547	114	268	2205	192	242	654	86	281	654	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.78	0.22	1.00	1.78	0.22
Final Sat.:	1745	3547	1478	1745	2960	258	1685	3096	407	1657	3150	424
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.08	0.15	0.74	0.74	0.14	0.21	0.21	0.17	0.21	0.21
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.43	0.43	0.15	0.52	0.52	0.11	0.15	0.15	0.12	0.16	0.16
Volume/Cap:	1.43	1.01	0.18	1.01	1.43	1.43	1.32	1.43	1.43	1.43	1.32	1.32
Level Of Service Module:												
Delay/Veh:	381.8	32.5	9.1	61.7	319	318.7	248.1	337	337.3	357.4	225	224.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	381.8	32.5	9.1	61.7	319	318.7	248.1	337	337.3	357.4	225	224.8
Queue:	18	46	2	10	264	26	21	69	11	31	53	9

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Intersection #117 TWENTY-THIRD STREET/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.088
Loss Time (sec):	9 (Y+R - 4 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Prot+Permit					
Rights:			Include						Include						Include						Include			
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	204	0	132				0	0	0				0	1695	188				262	1253				0
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00				1.00
Initial Bse:	204	0	132				0	0	0				0	1695	188				262	1253				0
Added Vol:	0	0	0				0	0	0				0	0	0				0	0				0
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0				0
Initial Fut:	204	0	132				0	0	0				0	1695	188				262	1253				0
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.75				1.00	1.00				1.00
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90				0.90
PHF Volume:	227	0	147				0	0	0				0	1883	157				291	1392				0
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0				0
Reduced Vol:	227	0	147				0	0	0				0	1883	157				291	1392				0
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00				1.00
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.05	1.05				1.00	1.05				1.00
Final Vol.:	227	0	147				0	0	0				0	1978	165				291	1462				0
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900				1900
Adjustment:	0.89	1.00	0.66				1.00	1.00	1.00				1.00	0.83	0.89				0.24	0.97				1.00
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.86	0.14				1.00	2.00				0.00
Final Sat.:	1685	0	1249				0	0	0				0	2932	245				459	3673				0
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.00	0.12				0.00	0.00	0.00				0.00	0.67	0.67				0.63	0.40				0.00
Crit Moves:	****													****					****					
Green/Cycle:	0.12	0.00	0.12				0.00	0.00	0.00				0.00	0.61	0.61				0.77	0.77				0.00
Volume/Cap:	1.11	0.00	0.97				0.00	0.00	0.00				0.00	1.11	1.11				0.83	0.52				0.00
Level Of Service Module:																								
Delay/Veh:	111.5	0.0	69.0				0.0	0.0	0.0				0.0	63.0	63.0				26.3	2.5				0.0
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00				1.00
AdjDel/Veh:	111.5	0.0	69.0				0.0	0.0	0.0				0.0	63.0	63.0				26.3	2.5				0.0
Queue:	12	0	6				0	0	0				0	87	10				14	13				0

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Intersection #118 TWENTY-THIRD STREET/OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.705
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 646.9
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	132	452	176	26	645	35	0	1120	291	355	968	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	452	176	26	645	35	0	1120	291	355	968	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	452	176	26	645	35	0	1120	291	355	968	38
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	140	481	140	28	686	28	0	1191	310	378	1030	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	481	140	28	686	28	0	1191	310	378	1030	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	147	505	147	28	686	28	0	1251	325	378	1030	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.49	0.52	0.75	0.70	0.84	1.00	0.84	0.86	0.95	0.74	0.79
Lanes:	0.35	1.30	0.35	0.04	0.96	1.00	0.00	1.60	0.40	0.43	1.52	0.05
Final Sat.:	350	1204	350	52	1281	1596	0	2537	659	780	2125	83
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.54	0.54	0.02	0.00	0.49	0.49	0.48	0.48	0.48
Crit Moves:				****				****			****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.29	0.29	0.28	0.28	0.28
Volume/Cap:	1.34	1.34	1.34	1.71	1.71	0.06	0.00	1.71	1.71	1.71	1.71	1.71
Level Of Service Module:												
Delay/Veh:	240.6	241	240.6	749.6	750	12.4	0.0	735	735.5	736.3	736	736.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	240.6	241	240.6	749.6	750	12.4	0.0	735	735.5	736.3	736	736.3
Queue:	15	45	15	7	129	0	0	230	62	72	190	10

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Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	435	0	0	2606	0	0	0	0	698	0	1321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	0	0	2606	0	0	0	0	698	0	1321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	0	0	2606	0	0	0	0	698	0	1321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	468	0	0	2802	0	0	0	0	751	0	1065
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	468	0	0	2802	0	0	0	0	751	0	1065
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	491	0	0	3082	0	0	0	0	773	0	1204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.22	0.00	0.39
Crit Moves:					****							****
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.26	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.51	0.00	0.89
Level Of Service Module:												
Delay/Veh:	0.0	7.7	0.0	0.0	13.6	0.0	0.0	0.0	0.0	10.8	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	13.6	0.0	0.0	0.0	0.0	10.8	0.0	18.8
Queue:	0	6	0	0	65	0	0	0	0	13	0	27

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Intersection #126 CLOVERFIELD BOULEVARD/I-10 EB ON RAMP

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Cycle (sec): 80 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 43 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	2	0 1	1 0	0	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	422	708	1606	1485	21	0	0	168	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	422	0	1606	1485	21	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	0	1606	1485	21	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	0	454	0	1727	1597	23	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	454	0	1727	1597	23	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	476	0	1779	1677	24	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3500	50	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.53	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.19	0.00	0.74	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	21.6	0.0	4.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	4.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	11	0	23	6	0	0	0	0	0	0	0

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Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

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Cycle (sec): 80 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 78.7
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	-	R	L	T	-	R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	1	0	1	0	1	0	1	2	0	1	1	0	
Volume Module:																
Base Vol:	81	311		109	351	504		621	417	1233		27	88	751		153
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	81	311		109	351	504		621	417	1233		27	88	751		153
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	81	311		109	351	504		621	417	1233		27	88	751		153
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	88	338		118	382	548		675	453	1340		29	96	816		166
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	88	338		118	382	548		675	453	1340		29	96	816		166
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.05		1.05	1.00	1.00		1.00	1.03	1.05		1.05	1.00	1.05		1.05
Final Vol.:	88	355		124	382	548		675	467	1407		31	96	857		175
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.09	0.89		0.98	0.34	1.00		0.92	0.89	0.90		1.00	0.89	0.89		0.95
Lanes:	1.00	1.52		0.48	1.00	1.00		1.00	2.00	1.96		0.04	1.00	1.68		0.32
Final Sat.:	177	2561		895	646	1900		1756	3369	3354		74	1685	3843		581
Capacity Analysis Module:																
Vol/Sat:	0.50	0.14		0.14	0.59	0.29		0.38	0.14	0.42		0.42	0.06	0.30		0.30
Crit Moves:					****					****			****			
Green/Cycle:	0.49	0.49		0.49	0.49	0.49		0.49	0.12	0.35		0.35	0.05	0.27		0.27
Volume/Cap:	1.01	0.28		0.28	1.20	0.59		0.78	1.11	1.20		1.20	1.20	1.11		1.11
Level Of Service Module:																
Delay/Veh:	80.7	7.8		7.8	137.8	9.9		13.4	96.2	128		127.8	208.7	80.4		80.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	80.7	7.8		7.8	137.8	9.9		13.4	96.2	128		127.8	208.7	80.4		80.4
Queue:	4	5		2	26	9		13	22	82		3	7	38		10

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Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.004
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	24.2
Optimal Cycle:	177	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	288	0	211	118	1174	0	0	943	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	0	211	118	1174	0	0	943	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	288	0	211	118	1174	0	0	943	162
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	300	0	165	123	1223	0	0	982	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	165	123	1223	0	0	982	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	300	0	165	129	1284	0	0	1031	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.94	0.74	0.87	1.00	1.00	0.93	0.66
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.18	1.82	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1685	0	1777	252	3013	0	0	3547	1262
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.09	0.51	0.43	0.00	0.00	0.29	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.71	0.71	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	1.01	0.00	0.53	0.72	0.60	0.00	0.00	1.01	0.46
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	63.7	0.0	20.6	6.5	4.1	0.0	0.0	42.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	63.7	0.0	20.6	6.5	4.1	0.0	0.0	42.0	15.8
Queue:	0	0	0	11	0	3	6	15	0	0	32	3

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Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 75.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	151	621	166	103	535	95	139	1386	89	151	1414	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	621	166	103	535	95	139	1386	89	151	1414	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	621	166	103	535	95	139	1386	89	151	1414	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	166	682	182	113	588	104	153	1523	98	166	1554	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	682	182	113	588	104	153	1523	98	166	1554	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	166	717	192	113	617	110	153	1599	103	166	1632	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.90	0.90	0.19	0.88	0.98	0.07	0.86	0.83	0.09	0.85	0.88
Lanes:	1.00	1.58	0.42	1.00	1.72	0.28	1.00	1.87	0.13	1.00	1.79	0.21
Final Sat.:	439	2686	719	359	2888	515	137	3068	198	171	2908	344
Capacity Analysis Module:												
Vol/Sat:	0.38	0.27	0.27	0.31	0.21	0.21	1.12	0.52	0.52	0.97	0.56	0.56
Crit Moves:	****						****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	1.62	1.14	1.14	1.35	0.91	0.91	1.62	0.75	0.75	1.40	0.81	0.81
Level Of Service Module:												
Delay/Veh:	660.4	98.7	98.7	320.7	30.1	30.1	634.9	5.9	5.9	334.7	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	660.4	98.7	98.7	320.7	30.1	30.1	634.9	5.9	5.9	334.7	6.9	6.9
Queue:	28	35	11	12	16	4	xxxx	24	2	54	27	4

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 1	0 1		0 0 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	48	379	0	0	674	21	0	0	0	69	35	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	379	0	0	674	21	0	0	0	69	35	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	379	0	0	674	21	0	0	0	69	35	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	53	416	0	0	741	23	0	0	0	76	38	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	416	0	0	741	23	0	0	0	76	38	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	416	0	0	741	23	0	0	0	76	38	110
Saturation Flow Module:												
Sat/Lane:	470	470	470	481	481	481	0	0	0	273	273	273
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.67	0.33	1.00
Final Sat.:	470	470	0	0	481	481	0	0	0	182	91	273
Capacity Analysis Module:												
Vol/Sat:	0.11	0.89	0.00	0.00	1.54	0.05	0.00	0.00	0.00	0.42	0.42	0.40
Crit Moves:		****			****				****		****	
ApproachV/S:		0.50			0.79			xxxxx			0.41	
Level Of Service Module:												
Delay/Veh:	1.5	28.9	0.0	0.0	349	1.2	0.0	0.0	0.0	4.9	4.9	4.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	28.9	0.0	0.0	349	1.2	0.0	0.0	0.0	4.9	4.9	4.6
LOS by Move:	A	D	*	*	F	A	*	*	*	A	A	A
ApproachDel:		6.7			20.4			xxxxx			4.8	
LOS by Appr:		B			D			F			A	

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.361
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	368	115	105	666	0	59	7	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	368	115	105	666	0	59	7	74	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	115	105	666	0	59	7	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	404	126	115	732	0	65	8	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	126	115	732	0	65	8	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	404	126	115	732	0	65	8	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	462	462	462	538	538	538	251	251	251	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	462	462	538	538	0	223	28	251	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.87	0.27	0.21	1.36	0.00	0.29	0.29	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			****
ApproachV/S:		0.57			0.79			0.31			xxxxx	
Level Of Service Module:												
Delay/Veh:	0.0	27.7	2.8	2.3	176	0.0	3.0	3.0	3.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	2.8	2.3	176	0.0	3.0	3.0	3.4	0.0	0.0	0.0
LOS by Move:	*	D	A	A	F	*	A	A	A	*	*	*
ApproachDel:		8.8			19.9			3.2			xxxxxx	
LOS by Appr:		B			C			A			F	

****

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

FUTURE 2010 WITH PROJECT

AM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 133 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	676	636	295	592	0	0	0	0	326	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	676	636	295	592	0	0	0	0	326	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	676	636	295	592	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	795	561	347	696	0	0	0	0	384	0	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	795	561	347	696	0	0	0	0	384	0	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.05
Final Vol.:	0	835	561	347	731	0	0	0	0	403	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.33	0.76	1.00	1.00	1.00	1.00	0.77	1.00	0.82
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.68	0.00	1.32
Final Sat.:	0	3192	1202	627	2873	0	0	0	0	2459	0	2063
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.47	0.55	0.25	0.00	0.00	0.00	0.00	0.16	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.48	0.48	0.72	0.72	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.54	0.97	0.77	0.35	0.00	0.00	0.00	0.00	0.97	0.00	0.58
Level Of Service Module:												
Delay/Veh:	0.0	9.7	35.0	14.9	2.8	0.0	0.0	0.0	0.0	42.3	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	35.0	14.9	2.8	0.0	0.0	0.0	0.0	42.3	0.0	20.4
Queue:	0	13	17	11	6	0	0	0	0	13	0	4

****

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.745	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	16.4	
Optimal Cycle:	62	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	1! 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	472	1022	7	34	572	252	410	42	467	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1022	7	34	572	252	410	42	467	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1022	7	34	572	252	410	42	467	0	0	9
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	508	1099	6	37	615	203	441	45	377	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	1099	6	37	615	203	441	45	377	0	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	523	1154	6	37	646	203	463	45	395	0	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.93	1.00	0.89	0.93	0.78	0.91	0.97	0.85	1.00	1.00	0.78
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.48	0.09	1.43	0.00	1.00	1.00
Final Sat.:	3369	3530	18	1685	3547	1490	2564	161	2331	0	1900	1490
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.33	0.02	0.18	0.14	0.18	0.28	0.17	0.00	0.00	0.00
Crit Moves:		****		****				****				****
Green/Cycle:	0.22	0.44	0.44	0.03	0.25	0.25	0.38	0.38	0.38	0.00	0.00	0.01
Volume/Cap:	0.72	0.74	0.74	0.74	0.72	0.54	0.48	0.74	0.45	0.00	0.00	0.74
Level Of Service Module:												
Delay/Veh:	21.2	13.5	13.5	53.4	19.6	17.9	12.5	15.8	12.3	0.0	0.0	111.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	13.5	13.5	53.4	19.6	17.9	12.5	15.8	12.3	0.0	0.0	111.9
Queue:	11	22	0	1	14	4	8	1	7	0	0	0

****

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

****

Cycle (sec):	80			Critical Vol./Cap. (X):			0.779					
Loss Time (sec):	9 (Y+R = 4 sec)			Average Delay (sec/veh):			11.5					
Optimal Cycle:	60			Level Of Service:			B					

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1	0 1	0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	40	1158	456	207	705	28	46	196	35	231	116	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1158	456	207	705	28	46	196	35	231	116	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1158	456	207	705	28	46	196	35	231	116	247
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	1219	360	218	742	29	48	206	37	243	122	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1219	360	218	742	29	48	206	37	243	122	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	42	1280	360	224	779	31	48	217	39	243	122	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.81	0.54	1.02	1.02	0.60	0.98	1.05	0.48	0.93	0.90
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	231	3547	1543	2059	3739	149	1135	3187	573	904	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.23	0.11	0.21	0.21	0.04	0.07	0.07	0.27	0.07	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.46	0.46	0.46	0.54	0.54	0.54	0.34	0.34	0.34	0.34	0.34	0.42
Volume/Cap:	0.39	0.78	0.50	0.20	0.38	0.38	0.12	0.20	0.20	0.78	0.20	0.27
Level Of Service Module:												
Delay/Veh:	10.4	13.4	10.2	8.1	6.9	6.9	11.6	11.9	11.9	23.3	11.9	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	13.4	10.2	8.1	6.9	6.9	11.6	11.9	11.9	23.3	11.9	9.7
Queue:	1	25	6	6	10	0	1	3	1	6	2	3

****

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #9 NEILSON WAY/ OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	5.6
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	15	1476	185	78	802	16	9	101	16	61	88	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1476	185	78	802	16	9	101	16	61	88	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1476	185	78	802	16	9	101	16	61	88	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	1538	193	81	835	17	9	105	17	64	92	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1538	193	81	835	17	9	105	17	64	92	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1614	202	81	877	18	9	105	17	64	92	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.88	0.91	0.09	0.90	0.93	0.97	1.03	0.68	0.64	0.79	0.74
Lanes:	1.00	1.78	0.22	1.00	1.96	0.04	0.08	0.92	1.00	1.00	0.49	0.51
Final Sat.:	329	2991	374	171	3354	69	154	1801	1292	1216	746	714
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.47	0.26	0.26	0.06	0.06	0.01	0.05	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.06	0.72	0.72	0.63	0.35	0.35	0.34	0.34	0.08	0.31	0.72	0.72
Level Of Service Module:												
Delay/Veh:	1.7	4.0	4.0	7.9	2.2	2.2	19.0	19.0	18.0	18.9	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	4.0	4.0	7.9	2.2	2.2	19.0	19.0	18.0	18.9	25.1	25.1
Queue:	0	20	3	1	7	0	0	2	0	1	2	2

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1994 HCM OPERATIONS METHODOLOGY

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Intersection #17 MAIN STREET/PICO BOULEVARD

****

Cycle (sec):	80	Critical Vol./Cap. (X):	1.001	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	26.4	
Optimal Cycle:	153	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	142	541	316	74	475	59	123	696	82	174	330	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	541	316	74	475	59	123	696	82	174	330	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	541	316	74	475	59	123	696	82	174	330	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	601	351	82	528	66	137	773	91	193	367	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	601	351	82	528	66	137	773	91	193	367	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	158	631	369	82	554	69	137	812	96	193	385	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.94	0.19	0.94	0.97	0.89	0.89	0.96	0.89	0.87	0.93
Lanes:	1.00	1.28	0.72	1.00	1.79	0.21	1.00	1.80	0.20	1.00	1.34	0.66
Final Sat.:	372	2206	1290	369	3181	396	1685	3061	362	1685	2215	1179
Capacity Analysis Module:												
Vol/Sat:	0.42	0.29	0.29	0.22	0.17	0.17	0.08	0.27	0.27	0.11	0.17	0.17
Crit Moves:	****			****				****		****		
Green/Cycle:	0.42	0.42	0.42	0.47	0.47	0.47	0.12	0.26	0.26	0.11	0.26	0.26
Volume/Cap:	1.00	0.68	0.68	0.47	0.37	0.37	0.67	1.00	1.00	1.00	0.67	0.67
Level Of Service Module:												
Delay/Veh:	70.4	12.9	12.9	10.7	8.8	8.8	27.4	42.3	42.3	73.1	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	12.9	12.9	10.7	8.8	8.8	27.4	42.3	42.3	73.1	18.6	18.6
Queue:	7	12	7	4	8	1	3	25	5	8	8	5

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Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	46	832	138	83	296	23	39	285	37	99	207	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	832	138	83	296	23	39	285	37	99	207	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	832	138	83	296	23	39	285	37	99	207	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	876	145	87	312	24	41	300	39	104	218	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	876	145	87	312	24	41	300	39	104	218	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	876	145	87	312	24	41	300	39	104	218	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.76	0.78	0.07	0.97	0.69	0.44	1.07	0.70	0.26	1.07	0.85
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	855	1241	205	133	1837	1319	836	2027	1335	494	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.06	0.71	0.71	0.65	0.17	0.02	0.05	0.15	0.03	0.21	0.11	0.12
Crit Moves:		****								****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.08	1.03	1.03	0.96	0.25	0.03	0.24	0.73	0.14	1.03	0.53	0.60
Level Of Service Module:												
Delay/Veh:	2.7	38.7	38.7	66.0	3.1	2.6	17.3	22.5	16.9	91.5	19.1	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	38.7	38.7	66.0	3.1	2.6	17.3	22.5	16.9	91.5	19.1	20.3
Queue:	0	31	7	4	3	0	1	7	1	5	4	4

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Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	137	214	142	162	356	58	71	672	151	184	633	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	214	142	162	356	58	71	672	151	184	633	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	214	142	162	356	58	71	672	151	184	633	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	225	149	171	375	61	75	707	119	194	666	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	225	149	171	375	61	75	707	119	194	666	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	144	237	157	171	393	64	75	743	125	194	700	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.68	0.73	0.32	0.74	0.79	0.14	0.74	0.77	0.33	0.74	0.76
Lanes:	1.00	1.24	0.76	1.00	1.74	0.26	1.00	1.72	0.28	1.00	1.66	0.34
Final Sat.:	492	1591	1054	606	2444	398	257	2433	409	624	2319	497
Capacity Analysis Module:												
Vol/Sat:	0.29	0.15	0.15	0.28	0.16	0.16	0.29	0.31	0.31	0.31	0.30	0.30
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.34	0.34	0.34	0.48	0.48	0.48
Volume/Cap:	0.72	0.37	0.37	0.70	0.40	0.40	0.85	0.89	0.89	0.64	0.63	0.63
Level Of Service Module:												
Delay/Veh:	21.0	10.9	10.9	18.4	11.0	11.0	49.7	23.3	23.3	12.8	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	10.9	10.9	18.4	11.0	11.0	49.7	23.3	23.3	12.8	10.6	10.6
Queue:	3	4	2	4	6	1	3	18	4	6	12	3

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Intersection #34 FOURTH STREET/COLORADO AVENUE

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	65	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	291	832	186	91	617	33	101	327	118	172	363	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	832	186	91	617	33	101	327	118	172	363	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	832	186	91	617	33	101	327	118	172	363	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	300	858	192	94	636	34	104	337	91	177	374	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	858	192	94	636	34	104	337	91	177	374	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	300	901	201	94	668	36	104	354	91	177	393	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.81	0.87	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.81	0.87
Lanes:	1.00	1.66	0.34	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1462	2563	572	1516	3111	168	1516	3192	1277	1516	2581	552
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.35	0.06	0.21	0.21	0.07	0.11	0.07	0.12	0.15	0.15
Crit Moves:	****				****			****			****	
Green/Cycle:	0.27	0.47	0.47	0.08	0.28	0.28	0.09	0.15	0.41	0.15	0.21	0.21
Volume/Cap:	0.76	0.75	0.75	0.75	0.76	0.76	0.74	0.76	0.17	0.76	0.74	0.74
Level Of Service Module:												
Delay/Veh:	23.2	12.8	12.8	37.6	19.6	19.6	35.0	26.2	9.5	30.2	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	12.8	12.8	37.6	19.6	19.6	35.0	26.2	9.5	30.2	22.3	22.3
Queue:	7	17	4	3	14	1	3	8	1	5	9	2

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Intersection #37 FOURTH STREET/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.160
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	53.3
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 1 1	0	1	0 1 1	0
Volume Module:													
Base Vol:	61	881	109	100	305	298	551	483	23	128	326	228	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	61	881	109	100	305	298	551	483	23	128	326	228	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	881	109	100	305	298	551	483	23	128	326	228	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
PHF Volume:	66	947	117	108	328	320	592	519	25	138	351	245	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	66	947	117	108	328	320	592	519	25	138	351	245	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	
Final Vol.:	66	995	123	108	344	336	592	545	26	138	368	257	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.17	0.95	0.98	0.29	0.86	0.92	0.63	0.99	0.99	0.22	0.90	0.93	
Lanes:	1.00	1.79	0.21	1.00	1.05	0.95	1.00	1.91	0.09	1.00	1.19	0.81	
Final Sat.:	331	3216	398	557	1707	1667	1191	3591	171	418	2039	1424	
Capacity Analysis Module:													
Vol/Sat:	0.20	0.31	0.31	0.19	0.20	0.20	0.50	0.15	0.15	0.33	0.18	0.18	
Crit Moves:		****		****			****			****			
Green/Cycle:	0.27	0.27	0.27	0.33	0.33	0.33	0.52	0.52	0.52	0.23	0.23	0.23	
Volume/Cap:	0.73	1.13	1.13	0.59	0.61	0.61	0.96	0.29	0.29	1.44	0.79	0.79	
Level Of Service Module:													
Delay/Veh:	33.5	89.2	89.2	15.8	15.2	15.2	31.6	7.1	7.1	412.6	22.4	22.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	33.5	89.2	89.2	15.8	15.2	15.2	31.6	7.1	7.1	412.6	22.4	22.4	
Queue:	2	46	8	7	7	7	29	7	0	17	9	6	

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****

Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 2.499
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 466.8
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	209	475	258	142	536	120	18	927	240	264	677	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	475	258	142	536	120	18	927	240	264	677	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	475	258	142	536	120	18	927	240	264	677	41
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	225	511	208	153	576	129	19	997	194	284	728	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	511	208	153	576	129	19	997	194	284	728	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	225	511	208	153	605	135	19	1047	194	284	764	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.81	0.14	0.86	0.95	0.33	0.81	0.76	0.10	0.84	0.54
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	291	1767	1532	257	2719	607	428	3078	1436	185	3192	1034
Capacity Analysis Module:												
Vol/Sat:	0.77	0.29	0.14	0.60	0.22	0.22	0.04	0.34	0.14	1.54	0.24	0.03
Crit Moves:	****									****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	2.50	0.93	0.44	1.93	0.72	0.72	0.07	0.55	0.22	2.50	0.39	0.05
Level Of Service Module:												
Delay/Veh:	3374	31.1	14.6	1300	17.1	17.1	4.0	6.0	4.4	3343	5.1	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3374	31.1	14.6	1300	17.1	17.1	4.0	6.0	4.4	3343	5.1	4.0
Queue:	126	14	4	43	13	3	0	14	2	xxxx	9	0

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****

Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.904	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.0	
Optimal Cycle:	94	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	1	0	0	0	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	229	893	0	0	1389	27	0	0	0	709	328	1089
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	893	0	0	1389	27	0	0	0	709	328	1089
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	893	0	0	1389	27	0	0	0	709	328	1089
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	257	1003	0	0	1561	30	0	0	0	797	369	918
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1003	0	0	1561	30	0	0	0	797	369	918
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
Final Vol.:	257	1054	0	0	1717	33	0	0	0	876	405	1009
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.94	0.83	0.86
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.43	0.75	1.82
Final Sat.:	1805	3800	0	0	5409	104	0	0	0	2561	1184	2950
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:	****				****					****		
Green/Cycle:	0.16	0.51	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.90	0.55	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.90	0.90	0.90
Level Of Service Module:												
Delay/Veh:	38.5	8.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	18.8	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	8.8	0.0	0.0	19.5	19.5	0.0	0.0	0.0	18.8	18.8	18.8
Queue:	8	16	0	0	40	2	0	0	0	21	11	24

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 135 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1 1	2	0	2 0 0	0	1	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1033	1189	958	1357	0	153	433	536	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1033	1189	958	1357	0	153	433	536	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1033	1189	958	1357	0	153	433	536	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1054	910	978	1385	0	156	442	410	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1054	910	978	1385	0	156	442	410	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1107	955	1007	1454	0	164	464	410	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.91	0.85	1.03	1.00	0.81	0.76	0.82	1.00	1.00	1.00
Lanes:	0.00	2.08	1.92	2.00	2.00	0.00	0.50	1.50	1.00	0.00	0.00	0.00
Final Sat.:	0	3827	3301	3249	3927	0	764	2160	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.31	0.37	0.00	0.21	0.21	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.30	0.32	0.62	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.97	0.97	0.60	0.00	0.79	0.79	0.97	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	26.2	26.2	30.6	6.2	0.0	21.4	21.4	45.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	26.2	30.6	6.2	0.0	21.4	21.4	45.6	0.0	0.0	0.0
Queue:	0	30	27	28	20	0	4	11	13	0	0	0

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Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.422
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 225.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	146	1534	193	182	1603	143	276	567	107	312	642	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1534	193	182	1603	143	276	567	107	312	642	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1534	193	182	1603	143	276	567	107	312	642	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	162	1704	214	202	1781	159	307	630	119	347	713	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1704	214	202	1781	159	307	630	119	347	713	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.03	1.05	1.05
Final Vol.:	162	1790	225	202	1870	167	307	662	119	357	749	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.90	0.78	0.85	0.90	0.96
Lanes:	1.00	1.78	0.22	1.00	1.85	0.15	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	1805	2790	351	1865	3241	289	1564	3420	1482	3249	2857	587
Capacity Analysis Module:												
Vol/Sat:	0.09	0.64	0.64	0.11	0.58	0.58	0.20	0.19	0.08	0.11	0.26	0.26
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.45	0.45	0.08	0.46	0.46	0.14	0.21	0.21	0.12	0.18	0.18
Volume/Cap:	1.26	1.42	1.42	1.42	1.26	1.26	1.42	0.94	0.39	0.94	1.42	1.42
Level Of Service Module:												
Delay/Veh:	216.7	314	314.0	362.1	165	164.6	355.8	35.3	18.2	45.4	330	330.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.7	314	314.0	362.1	165	164.6	355.8	35.3	18.2	45.4	330	330.1
Queue:	13	198	27	23	135	14	33	18	2	11	78	18

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.327
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 143.9
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	208	1608	190	157	1691	200	225	687	99	174	305	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1608	190	157	1691	200	225	687	99	174	305	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1608	190	157	1691	200	225	687	99	174	305	142
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	221	1711	152	167	1799	160	239	731	105	185	324	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1711	152	167	1799	160	239	731	105	185	324	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	221	1796	152	167	1889	168	239	767	111	185	341	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.90	0.97
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.76	0.24	1.00	1.39	0.61
Final Sat.:	1745	3547	1478	1745	2955	263	1685	3062	443	1657	2395	1117
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.10	0.10	0.64	0.64	0.14	0.25	0.25	0.11	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.49	0.49	0.09	0.48	0.48	0.14	0.19	0.19	0.08	0.14	0.14
Volume/Cap:	1.33	1.04	0.21	1.04	1.33	1.33	1.04	1.33	1.33	1.33	1.04	1.04
Level Of Service Module:												
Delay/Veh:	260.2	39.4	7.6	84.9	217	217.4	74.7	231	231.0	266.7	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	260.2	39.4	7.6	84.9	217	217.4	74.7	231	231.0	266.7	61.5	61.5
Queue:	20	59	2	8	166	17	10	63	11	17	14	7

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Intersection #117 TWENTY-THIRD STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0
	0	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	228	0	188	0	0	0	0	1074	234	161	1479	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	0	188	0	0	0	0	1074	234	161	1479	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	0	188	0	0	0	0	1074	234	161	1479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	251	0	207	0	0	0	0	1180	193	177	1625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	0	207	0	0	0	0	1180	193	177	1625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	251	0	207	0	0	0	0	1239	203	177	1707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.66	1.00	1.00	1.00	1.00	0.82	0.88	0.23	0.97	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	1685	0	1249	0	0	0	0	2713	445	444	3673	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.17	0.00	0.00	0.00	0.00	0.46	0.46	0.40	0.46	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.56	0.69	0.69	0.00
Volume/Cap:	0.74	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.82	0.58	0.68	0.00
Level Of Service Module:												
Delay/Veh:	24.9	0.0	32.5	0.0	0.0	0.0	0.0	11.6	11.6	10.1	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	0.0	32.5	0.0	0.0	0.0	0.0	11.6	11.6	10.1	5.3	0.0
Queue:	6	0	6	0	0	0	0	24	5	5	23	0

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Intersection #118 TWENTY-THIRD STREET/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.606
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 501.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 0	1	0 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	209	648	340	18	418	69	0	1062	149	185	834	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	648	340	18	418	69	0	1062	149	185	834	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	648	340	18	418	69	0	1062	149	185	834	8
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	218	675	266	19	435	54	0	1106	155	193	869	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	675	266	19	435	54	0	1106	155	193	869	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	229	709	279	19	435	54	0	1162	163	193	869	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.47	0.51	0.76	0.71	0.85	1.00	0.85	0.88	0.95	0.75	0.80
Lanes:	0.36	1.20	0.44	0.04	0.96	1.00	0.00	1.76	0.24	0.30	1.69	0.01
Final Sat.:	349	1081	426	57	1295	1615	0	2853	400	533	2398	22
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.34	0.34	0.03	0.00	0.41	0.41	0.36	0.36	0.36
Crit Moves:		****						****				****
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.00	0.25	0.25	0.23	0.23	0.23
Volume/Cap:	1.61	1.61	1.61	0.82	0.82	0.08	0.00	1.61	1.61	1.61	1.61	1.61
Level Of Service Module:												
Delay/Veh:	568.3	568	568.3	20.4	20.4	9.4	0.0	569	568.5	571.2	571	571.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	568.3	568	568.3	20.4	20.4	9.4	0.0	569	568.5	571.2	571	571.2
Queue:	40	117	48	1	10	1	0	177	27	32	132	3

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Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 75 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	709	0	0	1732	0	0	0	0	812	0	1810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	0	0	1732	0	0	0	0	812	0	1810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	709	0	0	1732	0	0	0	0	812	0	1810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	754	0	0	1843	0	0	0	0	864	0	1444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	754	0	0	1843	0	0	0	0	864	0	1444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	792	0	0	2027	0	0	0	0	890	0	1632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.52
Crit Moves:					****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.64	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.43	0.00	0.87
Level Of Service Module:												
Delay/Veh:	0.0	15.4	0.0	0.0	18.6	0.0	0.0	0.0	0.0	5.7	0.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.4	0.0	0.0	18.6	0.0	0.0	0.0	0.0	5.7	0.0	12.3
Queue:	0	15	0	0	45	0	0	0	0	11	0	33

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Intersection #126 CLOVERFIELD BOULEVARD/I 10 EB ON RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	2	0	1 1 0	0	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	702	501	1390	1037	15	0	0	25	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	702	0	1390	1037	15	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	702	0	1390	1037	15	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	0	780	0	1544	1152	17	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	0	1544	1152	17	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	819	0	1591	1210	18	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3498	52	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.47	0.35	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.30	0.00	0.62	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.00	0.76	0.37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	18.0	0.0	7.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	7.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	17	0	26	3	0	0	0	0	0	0	0

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Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.088
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	0	1		2	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	39	500	22				173	590	582				370	744	154				93	821	170			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	39	500	22				173	590	582				370	744	154				93	821	170			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	39	500	22				173	590	582				370	744	154				93	821	170			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.86	0.86	0.86				0.86	0.86	0.86				0.86	0.86	0.86				0.86	0.86	0.86			
PHF Volume:	45	581	26				201	686	677				430	865	179				108	955	198			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	45	581	26				201	686	677				430	865	179				108	955	198			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.05	1.05				1.00	1.00	1.00				1.03	1.05	1.05				1.00	1.05	1.05			
Final Vol.:	45	610	27				201	686	677				443	908	188				108	1002	208			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.10	0.92	1.02				0.22	1.00	0.92				0.89	0.87	0.97				0.89	0.89	0.95			
Lanes:	1.00	1.92	0.08				1.00	1.00	1.00				2.00	1.69	0.31				1.00	1.68	0.32			
Final Sat.:	195	3376	149				418	1900	1756				3369	2796	579				1685	2836	589			
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.18	0.18				0.48	0.36	0.39				0.13	0.32	0.32				0.06	0.35	0.35			
Crit Moves:							****						****							****				
Green/Cycle:	0.44	0.44	0.44				0.44	0.44	0.44				0.12	0.37	0.37				0.07	0.32	0.32			
Volume/Cap:	0.52	0.41	0.41				1.09	0.82	0.87				1.09	0.87	0.87				0.87	1.09	1.09			
Level Of Service Module:																								
Delay/Veh:	13.8	9.9	9.9				89.8	16.0	19.0				86.8	20.1	20.1				54.2	66.8	66.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.8	9.9	9.9				89.8	16.0	19.0				86.8	20.1	20.1				54.2	66.8	66.8			
Queue:	1	9	0				10	15	16				19	21	5				4	40	11			

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Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 101 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	163	0	152	155	1239	0	0	626	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	163	0	152	155	1239	0	0	626	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	163	0	152	155	1239	0	0	626	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	179	0	125	170	1362	0	0	688	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	125	170	1362	0	0	688	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	179	0	125	179	1430	0	0	722	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.92	0.77	0.86	1.00	1.00	0.93	0.67
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.22	1.78	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1685	0	1756	324	2920	0	0	3547	1277
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.55	0.49	0.00	0.00	0.20	0.22
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.77	0.77	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.62	0.72	0.63	0.00	0.00	0.85	0.92
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	52.8	0.0	25.6	4.5	3.0	0.0	0.0	24.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.8	0.0	25.6	4.5	3.0	0.0	0.0	24.6	41.6
Queue:	0	0	0	6	0	3	6	15	0	0	17	9

****

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	2.156
Loss Time (sec):	6 (Y+R - 4 sec)	Average Delay (sec/veh):	573.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	72	572	89	133	643	95	78	1266	91	286	1467	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	572	89	133	643	95	78	1266	91	286	1467	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	572	89	133	643	95	78	1266	91	286	1467	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	83	657	102	153	739	109	90	1455	105	329	1686	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	657	102	153	739	109	90	1455	105	329	1686	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	83	690	107	153	776	115	90	1528	110	329	1771	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.91	0.91	0.39	0.88	0.98	0.09	0.86	0.83	0.10	0.86	0.89
Lanes:	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.86	0.14	1.00	1.86	0.14
Final Sat.:	899	3009	467	735	2957	438	171	3046	219	190	3051	229
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.21	0.26	0.26	0.53	0.50	0.50	1.73	0.58	0.58
Crit Moves:					****					****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.76	1.88	1.88	1.71	2.16	2.16	0.66	0.62	0.62	2.16	0.72	0.72
Level Of Service Module:												
Delay/Veh:	38.9	1132	1132	835.8	1909	1909	7.7	2.3	2.3	1920	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	1132	1132	835.8	1909	1909	7.7	2.3	2.3	1920	2.9	2.9
Queue:	2	165	28	30	266	43	1	14	1	xxxx	19	2

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	499	0	0	224	42	0	0	0	69	16	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	499	0	0	224	42	0	0	0	69	16	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	499	0	0	224	42	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	69	16	210
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	37	531	0	0	238	45	0	0	0	0.94	0.94	0.94
Reduct Vol:	0	0	0	0	0	0	0	0	0	73	17	223
Reduced Vol:	37	531	0	0	238	45	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	73	17	223
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	531	0	0	238	45	0	0	0	1.00	1.00	1.00
Saturation Flow Module:										73	17	223
Sat/Lane:	516	516	516	454	454	454	0	0	0	336	336	336
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	516	516	0	0	454	454	0	0	0	273	63	336
Capacity Analysis Module:												
Vol/Sat:	0.07	1.03	0.00	0.00	0.52	0.10	0.00	0.00	0.00	0.27	0.27	0.66
Crit Moves:		****			****				****			****
ApproachV/S:		0.55			0.31			xxxxx			0.47	
Level Of Service Module:												
Delay/Veh:	1.3	49.9	0.0	0.0	7.3	1.5	0.0	0.0	0.0	2.8	2.8	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	49.9	0.0	0.0	7.3	1.5	0.0	0.0	0.0	2.8	2.8	12.5
LOS by Move:	A	F	*	*	B	A	*	*	*	A	A	C
ApproachDel:		8.1			3.3			xxxxxx			5.9	
LOS by Appr:		B			A			F			B	

****

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE AM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4 Way Stop Method (Future Volume Alternative)

****

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.337
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	474	183	93	223	0	101	14	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	474	183	93	223	0	101	14	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	474	183	93	223	0	101	14	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	504	195	99	237	0	107	15	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	504	195	99	237	0	107	15	34	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	504	195	99	237	0	107	15	34	0	0	0
Saturation Flow Module:												
Sat/Lane:	377	377	377	404	404	404	279	279	279	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.88	0.12	1.00	0.00	0.00	0.00
Final Sat.:	0	377	377	404	404	0	245	34	279	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.34	0.52	0.25	0.59	0.00	0.44	0.44	0.12	0.00	0.00	0.00
Crit Moves:		****			****		****					****
ApproachV/S:		0.93			0.42			0.28			xxxxx	
Level Of Service Module:												
Delay/Veh:	0.0	161	7.1	2.5	9.3	0.0	5.3	5.3	1.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	161	7.1	2.5	9.3	0.0	5.3	5.3	1.6	0.0	0.0	0.0
LOS by Move:	*	F	B	A	B	*	B	B	A	*	*	*
ApproachDel:		33.9			4.9			2.9			xxxxxx	
LOS by Appr:		E			A			A			F	

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS (TRAFFIX)
SANTA MONICA LOCATIONS

FUTURE 2010 WITH PROJECT

PM PEAK HOUR

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 OCEAN AVENUE/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	0.808
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	66	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	0	928	272	204	631	0	0	0	0	468	0	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	928	272	204	631	0	0	0	0	468	0	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	928	272	204	631	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	468	0	453
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	1.00	1.00	0.75
PHF Volume:	0	1020	224	224	693	0	0	0	0	0.91	0.91	0.91
Reduct Vol:	0	0	0	0	0	0	0	0	0	514	0	373
Reduced Vol:	0	1020	224	224	693	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	514	0	373
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1071	224	224	728	0	0	0	0	1.05	1.00	1.05
Saturation Flow Module:										540	0	392
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.63	0.31	0.76	1.00	1.00	1.00	1.00	0.76	1.00	0.81
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	3192	1202	597	2873	0	0	0	0	2312	0	2169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.19	0.38	0.25	0.00	0.00	0.00	0.00	0.23	0.00	0.18
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.42	0.42	0.60	0.60	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.81	0.45	0.63	0.42	0.00	0.00	0.00	0.00	0.81	0.00	0.62
Level Of Service Module:												
Delay/Veh:	0.0	16.0	11.3	10.8	5.7	0.0	0.0	0.0	0.0	20.1	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	11.3	10.8	5.7	0.0	0.0	0.0	0.0	20.1	0.0	16.5
Queue:	0	22	4	6	9	0	0	0	0	12	0	8

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #7 OCEAN AVENUE/PACIFIC COAST HIGHWAY

Cycle (sec):	80	Critical Vol./Cap. (X):	0.974
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	132	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	1! 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	570	905	4	4	1235	199	209	4	694	6	31	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	905	4	4	1235	199	209	4	694	6	31	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	905	4	4	1235	199	209	4	694	6	31	27
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	588	933	3	4	1273	154	215	4	537	6	32	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	933	3	4	1273	154	215	4	537	6	32	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	605	980	3	4	1337	154	226	4	563	6	32	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.93	1.00	0.89	0.93	0.78	0.88	0.94	0.83	0.89	0.89	0.76
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.27	0.01	1.72	0.16	0.84	1.00
Final Sat.:	3369	3537	11	1685	3547	1490	2132	16	2701	267	1426	1436
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.28	0.00	0.38	0.10	0.11	0.25	0.21	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.57	0.57	0.00	0.39	0.39	0.26	0.26	0.26	0.02	0.02	0.02
Volume/Cap:	0.97	0.49	0.49	0.49	0.97	0.27	0.41	0.97	0.82	0.97	0.97	0.63
Level Of Service Module:												
Delay/Veh:	43.0	6.9	6.9	50.2	29.3	10.9	16.1	37.9	21.9	124.8	125	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	6.9	6.9	50.2	29.3	10.9	16.1	37.9	21.9	124.8	125	45.8
Queue:	18	13	0	0	36	2	4	1	13	1	2	1

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #8 OCEAN AVENUE/ PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 73.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Prot+Permit Include			Permitted Include			Permitted Ovl		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	26	1032	179	293	1578	47	95	175	49	316	130	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1032	179	293	1578	47	95	175	49	316	130	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1032	179	293	1578	47	95	175	49	316	130	241
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	28	1098	143	312	1679	50	101	186	52	336	138	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1098	143	312	1679	50	101	186	52	336	138	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	28	1153	143	321	1763	53	101	195	55	336	138	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.93	0.78	0.82	1.03	1.03	0.59	0.96	1.02	0.49	0.93	0.90
Lanes:	1.00	2.00	1.00	2.00	1.94	0.06	1.00	1.58	0.42	1.00	1.00	1.00
Final Sat.:	355	3547	1488	3128	3812	115	1117	2885	814	940	1773	1702
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.10	0.10	0.46	0.46	0.09	0.07	0.07	0.36	0.08	0.11
Crit Moves:					****					****		
Green/Cycle:	0.25	0.25	0.25	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.64
Volume/Cap:	0.31	1.29	0.38	0.17	0.76	0.76	0.33	0.24	0.24	1.29	0.28	0.18
Level Of Service Module:												
Delay/Veh:	16.4	197	16.3	4.3	8.3	8.3	15.1	14.5	14.5	218.7	14.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	197	16.3	4.3	8.3	8.3	15.1	14.5	14.5	218.7	14.7	3.9
Queue:	1	86	3	5	29	1	2	3	1	27	2	2

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Intersection #9 NETLSON WAY/ OCEAN PARK BOULEVARD

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.108
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	22	1112	138	143	1313	346	12	74	23	226	125	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1112	138	143	1313	346	12	74	23	226	125	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1112	138	143	1313	346	12	74	23	226	125	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	23	1146	142	147	1354	357	12	76	24	233	129	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1146	142	147	1354	357	12	76	24	233	129	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	1204	149	147	1421	375	12	76	24	233	129	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.88	0.91	0.09	0.87	0.91	0.68	0.73	0.68	0.72	0.79	0.74
Lanes:	1.00	1.79	0.21	1.00	1.59	0.41	0.14	0.86	1.00	1.00	0.52	0.48
Final Sat.:	165	2994	371	171	2644	698	186	1179	1292	1368	780	683
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.86	0.54	0.54	0.06	0.06	0.02	0.17	0.17	0.17
Crit Moves:				****							****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.18	0.52	0.52	1.11	0.69	0.69	0.43	0.43	0.12	1.14	1.11	1.11
Level Of Service Module:												
Delay/Veh:	1.6	2.3	2.3	99.9	3.2	3.2	20.7	20.7	19.1	119.9	102	102.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	2.3	2.3	99.9	3.2	3.2	20.7	20.7	19.1	119.9	102	102.2
Queue:	0	10	1	10	16	5	0	2	0	13	8	7

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Intersection #17 MAIN STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 1 1	0	1	0 1 1
Volume Module:												
Base Vol:	125	340	402	220	407	63	31	538	123	347	505	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	340	402	220	407	63	31	538	123	347	505	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	340	402	220	407	63	31	538	123	347	505	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	130	354	419	229	424	66	32	560	128	361	526	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	354	419	229	424	66	32	560	128	361	526	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	130	354	419	229	445	69	32	588	135	361	552	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.97	0.83	0.42	0.94	0.97	0.89	0.89	0.95	0.89	0.90	0.96
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.65	0.35	1.00	1.72	0.28
Final Sat.:	443	1837	1577	801	3099	481	1685	2771	636	1685	2947	507
Capacity Analysis Module:												
Vol/Sat:	0.29	0.19	0.27	0.29	0.14	0.14	0.02	0.21	0.21	0.21	0.19	0.19
Crit Moves:	****			****				****		****		
Green/Cycle:	0.27	0.27	0.27	0.41	0.41	0.41	0.04	0.22	0.22	0.22	0.40	0.40
Volume/Cap:	1.07	0.70	0.97	0.70	0.35	0.35	0.47	0.97	0.97	0.97	0.47	0.47
Level Of Service Module:												
Delay/Veh:	107.9	18.3	36.7	15.5	10.6	10.6	27.9	38.9	38.9	48.4	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.9	18.3	36.7	15.5	10.6	10.6	27.9	38.9	38.9	48.4	11.7	11.7
Queue:	7	8	13	8	7	1	1	18	5	12	9	2

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Intersection #19 MAIN STREET/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.228
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	74.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	81	559	154	103	798	51	26	443	99	212	450	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	559	154	103	798	51	26	443	99	212	450	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	559	154	103	798	51	26	443	99	212	450	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	88	608	167	112	867	55	28	482	108	230	489	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	608	167	112	867	55	28	482	108	230	489	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	608	167	112	867	55	28	482	108	230	489	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.75	0.78	0.11	0.97	0.70	0.21	1.07	0.69	0.22	1.07	0.85
Lanes:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	209	1126	309	209	1837	1335	399	2027	1319	418	2027	1622
Capacity Analysis Module:												
Vol/Sat:	0.42	0.54	0.54	0.54	0.47	0.04	0.07	0.24	0.08	0.55	0.24	0.07
Crit Moves:		****								****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.96	1.23	1.23	1.22	1.07	0.09	0.16	0.53	0.18	1.23	0.54	0.16
Level Of Service Module:												
Delay/Veh:	72.5	149	149.4	202.1	61.9	8.5	8.5	10.7	8.6	168.2	10.8	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	149	149.4	202.1	61.9	8.5	8.5	10.7	8.6	168.2	10.8	8.5
Queue:	4	41	13	9	34	1	0	8	1	17	8	1

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Intersection #30 FOURTH STREET/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 135 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 1 1	0	1	0 1 1
Volume Module:												
Base Vol:	127	309	129	158	299	71	68	686	209	169	993	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	309	129	158	299	71	68	686	209	169	993	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	309	129	158	299	71	68	686	209	169	993	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	138	336	140	172	325	77	74	746	170	184	1079	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	336	140	172	325	77	74	746	170	184	1079	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	138	353	147	172	341	81	74	783	179	184	1133	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.69	0.74	0.24	0.73	0.78	0.11	0.73	0.75	0.25	0.74	0.77
Lanes:	1.00	1.44	0.56	1.00	1.64	0.36	1.00	1.64	0.36	1.00	1.76	0.24
Final Sat.:	539	1894	789	447	2257	536	205	2269	519	471	2491	350
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.19	0.38	0.15	0.15	0.36	0.35	0.35	0.39	0.45	0.45
Crit Moves:				****			****			****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.51	0.51	0.51
Volume/Cap:	0.67	0.49	0.49	1.01	0.40	0.40	0.88	0.85	0.85	0.77	0.90	0.90
Level Of Service Module:												
Delay/Veh:	19.0	12.5	12.5	72.6	11.8	11.8	56.5	18.2	18.2	18.9	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	12.5	12.5	72.6	11.8	11.8	56.5	18.2	18.2	18.9	17.2	17.2
Queue:	3	6	3	7	6	1	3	17	5	12	26	5

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Intersection #34 FOURTH STREET/COLORADO AVENUE

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Cycle (sec): 80 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 141 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	197	714	172	188	932	75	147	444	333	318	542	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	714	172	188	932	75	147	444	333	318	542	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	714	172	188	932	75	147	444	333	318	542	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	203	736	177	194	961	77	152	458	257	328	559	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	736	177	194	961	77	152	458	257	328	559	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	203	773	186	194	1009	81	152	481	257	328	587	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.81	0.87	0.80	0.86	0.89	0.80	0.84	0.67	0.80	0.81	0.87
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1462	2528	608	1516	3037	244	1516	3192	1277	1516	2650	478
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.13	0.33	0.33	0.10	0.15	0.20	0.22	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.34	0.34	0.14	0.34	0.34	0.12	0.15	0.29	0.22	0.26	0.26
Volume/Cap:	0.99	0.91	0.91	0.91	0.99	0.99	0.86	0.99	0.69	0.99	0.86	0.86
Level Of Service Module:												
Delay/Veh:	66.4	24.5	24.5	48.1	34.9	34.9	45.2	49.8	19.7	54.4	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	24.5	24.5	48.1	34.9	34.9	45.2	49.8	19.7	54.4	25.2	25.2
Queue:	8	19	6	6	29	4	5	16	6	11	14	4

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Intersection #37 FOURTH STREET/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.127
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 81.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	46	433	50	141	750	508	409	434	43	133	520	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	433	50	141	750	508	409	434	43	133	520	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Ful:	46	433	50	141	750	508	409	434	43	133	520	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	52	487	56	158	843	571	460	488	48	149	584	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	487	56	158	843	571	460	488	48	149	584	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	52	511	59	158	885	599	460	512	51	149	613	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.95	0.98	0.76	0.87	0.93	0.59	0.99	0.99	0.24	0.94	0.97
Lanes:	1.00	1.80	0.20	1.00	1.23	0.77	1.00	1.82	0.18	1.00	1.63	0.37
Final Sat.:	771	3238	374	1435	2021	1368	1114	3421	341	456	2900	686
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.11	0.44	0.44	0.41	0.15	0.15	0.33	0.21	0.21
Crit Moves:					****		****			****		
Green/Cycle:	0.12	0.12	0.12	0.45	0.45	0.45	0.40	0.40	0.40	0.21	0.21	0.21
Volume/Cap:	0.56	1.32	1.32	0.24	0.97	0.97	1.04	0.38	0.38	1.59	1.03	1.03
Level Of Service Module:												
Delay/Veh:	27.0	235	235.3	8.6	26.9	25.9	56.7	11.1	11.1	628.3	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	235	235.3	8.6	25.9	25.9	56.7	11.1	11.1	628.3	54.3	54.3
Queue:	1	42	7	3	25	18	38	8	1	24	22	7

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Intersection #56 LINCOLN BOULEVARD/WILSHIRE BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 2.074
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 354.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	151	499	369	62	366	15	38	1146	167	234	1018	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	499	369	62	366	15	38	1146	167	234	1018	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	499	369	62	366	15	38	1146	167	234	1018	101
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.75
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	161	531	294	66	389	16	40	1219	133	249	1083	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	531	294	66	389	16	40	1219	133	249	1083	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	161	531	294	66	409	17	40	1280	133	249	1137	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.93	0.79	0.32	0.88	0.97	0.10	0.81	0.75	0.08	0.84	0.54
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	616	1767	1496	616	3217	134	188	3078	1419	154	3192	1034
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.20	0.11	0.13	0.13	0.21	0.42	0.09	1.62	0.36	0.08
Crit Moves:		****								****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	1.80	2.07	1.36	0.74	0.88	0.88	0.27	0.53	0.12	2.07	0.46	0.10
Level Of Service Module:												
Delay/Veh:	1008	1654	278.8	35.3	30.8	30.8	1.8	2.3	1.4	1673	2.0	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1008	1654	278.8	35.3	30.8	30.8	1.8	2.3	1.4	1673	2.0	1.4
Queue:	37	166	28	2	11	1	0	11	1	xxxx	9	0

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Intersection #61 LINCOLN BOULEVARD/I-10 WB OFF-RAMP

Cycle (sec): 80 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	2	1	0	0	0	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	301	982	0	0	2203	55	0	0	0	801	289	908
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	982	0	0	2203	55	0	0	0	801	289	908
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Ful:	301	982	0	0	2203	55	0	0	0	801	289	908
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	314	1023	0	0	2295	57	0	0	0	834	301	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1023	0	0	2295	57	0	0	0	834	301	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.10	1.10	1.10
Final Vol.:	314	1074	0	0	2524	63	0	0	0	918	331	780
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	0.97	0.85	0.88
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.71	0.70	1.59
Final Sat.:	1805	3800	0	0	5380	134	0	0	0	3150	1136	2677
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.61	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	1.05	0.46	0.00	0.00	1.05	1.05	0.00	0.00	0.00	1.05	1.05	1.05
Level Of Service Module:												
Delay/Veh:	72.5	5.5	0.0	0.0	41.6	41.6	0.0	0.0	0.0	49.5	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	5.5	0.0	0.0	41.6	41.6	0.0	0.0	0.0	49.5	49.5	49.5
Queue:	13	13	0	0	84	4	0	0	0	33	14	29

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Intersection #62 LINCOLN BOULEVARD/I-10 EB ON-RAMP

Cycle (sec):	80	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	123	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	2	0 2	0 0	0	1 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	1182	632	1206	1847	0	102	200	317	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1182	632	1206	1847	0	102	200	317	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1182	632	1206	1847	0	102	200	317	0	0	0
User Adj:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1271	510	1297	1986	0	110	215	256	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1271	510	1297	1986	0	110	215	256	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.03	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	0	1398	561	1336	2085	0	115	226	256	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	1.01	0.85	1.03	1.00	0.85	0.79	0.82	1.00	1.00	1.00
Lanes:	0.00	2.93	1.07	2.00	2.00	0.00	0.64	1.36	1.00	0.00	0.00	0.00
Final Sat.:	0	5118	2054	3249	3927	0	1040	2044	1561	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.41	0.53	0.00	0.11	0.11	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.43	0.72	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.96	0.96	0.74	0.00	0.64	0.64	0.96	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	24.9	24.9	23.2	5.0	0.0	21.8	21.8	52.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.9	24.9	23.2	5.0	0.0	21.8	21.8	52.6	0.0	0.0	0.0
Queue:	0	36	16	34	29	0	3	5	9	0	0	0

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Intersection #63 LINCOLN BOULEVARD/PICO BOULEVARD

****

Cycle (sec):	80	Critical Vol./Cap. (X):	1.234
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	105.6
Optimal Cycle:	180	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	146	1356	206	155	1944	85	224	459	147	368	496	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1356	206	155	1944	85	224	459	147	368	496	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1356	206	155	1944	85	224	459	147	368	496	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	151	1398	212	160	2004	88	231	473	152	379	511	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1398	212	160	2004	88	231	473	152	379	511	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00	1.03	1.05	1.05
Final Vol.:	151	1468	223	160	2104	92	231	497	152	391	537	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.82	0.85	0.98	0.92	0.99	0.82	0.90	0.79	0.85	0.90	0.96
Lanes:	1.00	1.74	0.26	1.00	1.92	0.08	1.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	1805	2728	414	1865	3374	148	1564	3420	1500	3249	2773	677
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.54	0.09	0.62	0.62	0.15	0.15	0.10	0.12	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.49	0.49	0.08	0.51	0.51	0.12	0.15	0.15	0.13	0.16	0.16
Volume/Cap:	1.23	1.09	1.09	1.09	1.23	1.23	1.23	0.96	0.67	0.96	1.23	1.23
Level Of Service Module:												
Delay/Veh:	195.9	57.2	57.2	105.5	140	140.4	189.6	43.7	25.7	47.8	163	162.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	57.2	57.2	105.5	140	140.4	189.6	43.7	25.7	47.8	163	162.8
Queue:	12	59	11	8	141	8	17	15	4	12	35	10

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Intersection #65 LINCOLN BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.432
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 229.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	148	1429	151	263	2026	234	232	598	79	270	598	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1429	151	263	2026	234	232	598	79	270	598	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1429	151	263	2026	234	232	598	79	270	598	80
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	154	1489	118	274	2110	183	242	623	82	281	623	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1489	118	274	2110	183	242	623	82	281	623	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	154	1563	118	274	2216	192	242	654	86	281	654	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.78	0.92	0.85	0.82	0.89	0.91	0.98	0.87	0.93	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.78	0.22	1.00	1.78	0.22
Final Sat.:	1745	3547	1478	1745	2961	257	1685	3096	407	1657	3150	424
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.08	0.16	0.75	0.75	0.14	0.21	0.21	0.17	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.43	0.43	0.15	0.52	0.52	0.11	0.15	0.15	0.12	0.16	0.16
Volume/Cap:	1.43	1.02	0.19	1.02	1.43	1.43	1.32	1.43	1.43	1.43	1.32	1.32
Level Of Service Module:												
Delay/Veh:	386.6	35.7	9.1	65.1	323	323.3	251.5	342	341.9	362.1	228	228.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	386.6	35.7	9.1	65.1	323	323.3	251.5	342	341.9	362.1	228	228.2
Queue:	18	48	2	11	268	26	21	70	11	31	53	9

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Intersection #117 TWENTY THIRD STREET/PICO BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.090
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L		T			R	L		T			R	L		T			R	L		T			R
Control:	Split Phase						Split Phase						Permitted						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	206		0		132		0		0		0		0		1697		189		262		1253		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	206		0		132		0		0		0		0		1697		189		262		1253		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	206		0		132		0		0		0		0		1697		189		262		1253		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.75		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.90	0.90		0.90		0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90		0.90		0.90	0.90	0.90		0.90	0.90	0.90
PHF Volume:	229		0		147		0		0		0		0		1886		158		291		1392		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	229		0		147		0		0		0		0		1886		158		291		1392		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.05		1.05	1.00	1.00		1.05	1.00	1.00
Final Vol.:	229		0		147		0		0		0		0		1980		165		291		1462		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900	1900	1900	1900	1900		1900		1900	1900	1900		1900	1900	1900
Adjustment:	0.89	1.00		0.66		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.83		0.89		0.24	0.97	1.00		1.00	2.00	0.00
Lanes:	1.00	0.00		1.00		0.00	0.00	0.00		0.00	0.00	0.00	0.00	1.86		0.14		1.00	2.00	0.00		0.00	0.00	0.00
Final Sat.:	1685		0		1249		0		0		0		0	2932		244		459	3673			0		
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.00		0.12		0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.68		0.68		0.63	0.40	0.00				
Crit Moves:	****													****				****						
Green/Cycle:	0.12	0.00		0.12		0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.61		0.61		0.76	0.76	0.00				
Volume/Cap:	1.11	0.00		0.96		0.00	0.00	0.00		0.00	0.00	0.00	0.00	1.11		1.11		0.83	0.52	0.00				
Level Of Service Module:																								
Delay/Veh:	112.3		0.0		67.1		0.0		0.0		0.0		0.0	64.0		64.0		26.5	2.5	0.0				
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00				
AdjDel/Veh:	112.3		0.0		67.1		0.0		0.0		0.0		0.0	64.0		64.0		26.5	2.5	0.0				
Queue:	12		0		6		0		0		0		0	88		10		14	13	0				

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Intersection #118 TWENTY-THIRD STREET/OCEAN PARK BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.707
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	650.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	134	455	176	26	646	35	0	1120	293	355	968	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	455	176	26	646	35	0	1120	293	355	968	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	455	176	26	646	35	0	1120	293	355	968	38
User Adj:	1.00	1.00	0.75	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	143	484	140	28	687	28	0	1191	312	378	1030	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	484	140	28	687	28	0	1191	312	378	1030	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	150	508	147	28	687	28	0	1251	327	378	1030	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.49	0.52	0.75	0.70	0.84	1.00	0.84	0.86	0.95	0.74	0.79
Lanes:	0.36	1.29	0.35	0.04	0.96	1.00	0.00	1.60	0.40	0.43	1.52	0.05
Final Sat.:	355	1202	348	52	1281	1596	0	2534	662	780	2125	83
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.54	0.54	0.02	0.00	0.49	0.49	0.48	0.48	0.48
Crit Moves:					****				****		****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.29	0.29	0.28	0.28	0.28
Volume/Cap:	1.35	1.35	1.35	1.71	1.71	0.06	0.00	1.71	1.71	1.71	1.71	1.71
Level Of Service Module:												
Delay/Veh:	249.2	249	249.2	752.4	752	12.4	0.0	738	738.3	739.1	739	739.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.2	249	249.2	752.4	752	12.4	0.0	738	738.3	739.1	739	739.1
Queue:	15	46	15	7	130	0	0	231	63	72	191	10

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Intersection #125 CLOVERFIELD BOULEVARD/I-10 WESTBOUND OFF RAMP

Cycle (sec):	80	Critical Vol./Cap. (X):	0.888
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	81	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	436	0	0	2609	0	0	0	0	698	0	1323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	436	0	0	2609	0	0	0	0	698	0	1323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	436	0	0	2609	0	0	0	0	698	0	1323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	469	0	0	2805	0	0	0	0	751	0	1067
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	469	0	0	2805	0	0	0	0	751	0	1067
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.03	1.00	1.13
Final Vol.:	0	492	0	0	3086	0	0	0	0	773	0	1206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.92	1.00	0.82
Lanes:	0.00	2.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3800	0	0	7093	0	0	0	0	3490	0	3122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.22	0.00	0.39
Crit Moves:					****							****
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.26	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.51	0.00	0.89
Level Of Service Module:												
Delay/Veh:	0.0	7.7	0.0	0.0	13.7	0.0	0.0	0.0	0.0	10.8	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	13.7	0.0	0.0	0.0	0.0	10.8	0.0	18.8
Queue:	0	6	0	0	65	0	0	0	0	13	0	27

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Intersection #126 CLOVERFIELD BOULEVARD/I-10 EB ON RAMP

****

Cycle (sec):	80	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	4.7
Optimal Cycle:	43	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	2	0	1 1 0	0	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	423	708	1606	1487	21	0	0	168	0	0	0
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	423	0	1606	1487	21	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	0	1606	1487	21	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	0	455	0	1727	1599	23	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	0	1727	1599	23	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	0.00	1.03	1.05	1.05	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	478	0	1779	1679	24	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	0.89	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.97	0.03	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3547	1900	3369	3500	50	0	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.53	0.48	0.48	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.19	0.00	0.74	0.92	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	0.0	21.6	0.0	4.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	4.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	11	0	23	6	0	0	0	0	0	0	0

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Intersection #128 CLOVERFIELD BOULEVARD/PICO BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.224
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 86.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	81	312	109	351	507	621	417	1233	29	88	751	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	312	109	351	507	621	417	1233	29	88	751	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	312	109	351	507	621	417	1233	29	88	751	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	88	339	118	382	551	675	453	1340	32	96	816	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	339	118	382	551	675	453	1340	32	96	816	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.03	1.05	1.05	1.00	1.05	1.05
Final Vol.:	88	356	124	382	551	675	467	1407	33	96	857	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.89	0.98	0.33	1.00	0.92	0.89	0.90	1.00	0.89	0.89	0.95
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.68	0.32
Final Sat.:	177	2563	893	627	1900	1756	3369	3349	79	1685	2843	581
Capacity Analysis Module:												
Vol/Sat:	0.50	0.14	0.14	0.61	0.29	0.38	0.14	0.42	0.42	0.06	0.30	0.30
Crit Moves:				****				****		****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.12	0.34	0.34	0.05	0.27	0.27
Volume/Cap:	1.00	0.28	0.28	1.22	0.58	0.77	1.13	1.22	1.22	1.22	1.13	1.13
Level Of Service Module:												
Delay/Veh:	75.7	7.6	7.6	151.9	9.7	12.9	105.2	142	142.0	224.6	89.4	89.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	7.6	7.6	151.9	9.7	12.9	105.2	142	142.0	224.6	89.4	89.4
Queue:	4	5	2	27	9	13	23	87	4	8	40	10

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #129 CLOVERFIELD BOULEVARD/OCEAN PARK BOULEVARD

Cycle (sec): 80 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	292	0	211	118	1175	0	0	943	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	292	0	211	118	1175	0	0	943	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	292	0	211	118	1175	0	0	943	163
User Adj:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	304	0	165	123	1224	0	0	982	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	165	123	1224	0	0	982	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	304	0	165	129	1285	0	0	1031	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.94	0.76	0.87	1.00	1.00	0.93	0.66
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.18	1.82	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1685	0	1777	258	3014	0	0	3547	1262
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.09	0.50	0.43	0.00	0.00	0.29	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.71	0.71	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	1.01	0.00	0.52	0.70	0.60	0.00	0.00	1.01	0.47
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	64.3	0.0	20.5	6.7	4.1	0.0	0.0	42.8	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.3	0.0	20.5	6.7	4.1	0.0	0.0	42.8	15.9
Queue:	0	0	0	11	0	3	6	15	0	0	32	3

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CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #133 TWENTY-SIXTH STREET/WILSHIRE BOULEVARD

Cycle (sec):	80	Critical Vol./Cap. (X):	1.618
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	75.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	151	622	166	103	536	95	139	1386	89	151	1414	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	622	166	103	536	95	139	1386	89	151	1414	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	622	166	103	536	95	139	1386	89	151	1414	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	166	684	182	113	589	104	153	1523	98	166	1554	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	684	182	113	589	104	153	1523	98	166	1554	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	166	718	192	113	618	110	153	1599	103	166	1632	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.90	0.90	0.19	0.88	0.98	0.07	0.86	0.83	0.09	0.85	0.88
Lanes:	1.00	1.58	0.42	1.00	1.72	0.28	1.00	1.87	0.13	1.00	1.79	0.21
Final Sat.:	439	2686	718	359	2889	514	137	3068	198	171	2908	344
Capacity Analysis Module:												
Vol/Sat:	0.38	0.27	0.27	0.31	0.21	0.21	1.12	0.52	0.52	0.97	0.56	0.56
Crit Moves:	****						****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	1.62	1.14	1.14	1.35	0.92	0.92	1.62	0.75	0.75	1.40	0.81	0.81
Level Of Service Module:												
Delay/Veh:	660.4	99.4	99.4	320.7	30.2	30.2	634.9	5.9	5.9	334.7	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	660.4	99.4	99.4	320.7	30.2	30.2	634.9	5.9	5.9	334.7	6.9	6.9
Queue:	28	35	11	12	16	4	xxxx	24	2	54	27	4

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #161 FOURTH STREET/OCEAN PARK BLVD. WB ON/OFF RAMPS

Cycle (sec):	1	Critical Vol./Cap. (X):	1.545
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 1	0 1		0 0 0	0 0		0 1	0 0	1
Volume Module:												
Base Vol:	48	379	0	0	676	21	0	0	0	69	35	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	379	0	0	676	21	0	0	0	69	35	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	379	0	0	676	21	0	0	0	69	35	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	53	416	0	0	743	23	0	0	0	76	38	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	416	0	0	743	23	0	0	0	76	38	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	416	0	0	743	23	0	0	0	76	38	111
Saturation Flow Module:												
Sat/Lane:	471	471	471	481	481	481	0	0	0	274	274	274
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.67	0.33	1.00
Final Sat.:	471	471	0	0	481	481	0	0	0	183	91	274
Capacity Analysis Module:												
Vol/Sat:	0.11	0.88	0.00	0.00	1.54	0.05	0.00	0.00	0.00	0.42	0.42	0.41
Crit Moves:		****			****				****		****	
ApproachV/S:		0.50			0.80			xxxxx			0.41	
Level Of Service Module:												
Delay/Veh:	1.5	28.7	0.0	0.0	354	1.2	0.0	0.0	0.0	4.9	4.9	4.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	28.7	0.0	0.0	354	1.2	0.0	0.0	0.0	4.9	4.9	4.7
LOS by Move:	A	D	*	*	F	A	*	*	*	A	A	A
ApproachDel:		6.6			20.6			xxxxxx			4.8	
LOS by Appr:		B			D			F			A	

CITY OF SANTA MONICA 1999/2001 MEA UPDATE
FUTURE PM LEVEL OF SERVICE - WITH PROJECT
1994 HCM OPERATIONS METHODOLOGY

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #169 FOURTH STREET/OCEAN PARK BLVD. EB ON/OFF RAMPS

****

Cycle (sec): 1 Critical Vol./Cap. (X): 1.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	368	115	105	668	0	59	7	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	368	115	105	668	0	59	7	74	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	115	105	668	0	59	7	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	404	126	115	734	0	65	8	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	126	115	734	0	65	8	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	404	126	115	734	0	65	8	81	0	0	0
Saturation Flow Module:												
Sat/Lane:	462	462	462	538	538	538	251	251	251	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	462	462	538	538	0	223	28	251	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.87	0.27	0.21	1.36	0.00	0.29	0.29	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			****
ApproachV/S:		0.57			0.79			0.31			xxxxx	
Level Of Service Module:												
Delay/Veh:	0.0	27.7	2.8	2.3	178	0.0	3.0	3.0	3.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	2.8	2.3	178	0.0	3.0	3.0	3.4	0.0	0.0	0.0
LOS by Move:	*	D	A	A	F	*	A	A	A	*	*	*
ApproachDel:		8.8			20.1			3.2			xxxxxx	
LOS by Appr:		B			D			A			F	

****

THE VILLAGE AT PLAYA VISTA PROJECT

TECHNICAL APPENDIX VOLUME 3 (4 of 5)

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THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY – LAX ALTERNATIVE D BASELINE CONDITIONS

AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY – LAX ALTERNATIVE D BASELINE CONDITIONS

AM PEAK HOUR

DRAFT

THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
LAX ALTERNATIVE D BASELINE CONDITIONS
AM PEAK HOUR

			2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.710	C	0.712	C	0.002	N	0.712	C	0.002	N
2	AIRPORT BL	CENTURY BL	0.626	B	0.630	B	0.004	N	0.630	B	0.004	N
3	AIRPORT BL	LA TIJERA BL	0.708	C	0.710	C	0.002	N	0.710	C	0.002	N
4	AVIATION BL	ARBOR VITAE ST	0.649	B	0.653	B	0.004	N	0.653	B	0.004	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.809	D	0.812	D	0.003	N	0.812	D	0.003	N
6	AVIATION BL	CENTURY BL	0.902	E	0.904	E	0.002	N	0.904	F	0.002	N
7	AVIATION BL	IMPERIAL HWY	0.896	D	0.897	D	0.001	N	0.897	D	0.001	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	1.045	F	1.047	F	0.002	N	1.017	F	-0.028	N
9	AVIATION BL	ROSECRANS AV	0.978	E	0.978	E	0.000	N	0.978	E	0.000	N
10	LINCOLN BL	BALI WAY	0.811	D	0.822	D	0.011	N	0.812	D	0.001	N
11	CENTINELA AV	CULVER BL	0.907	E	0.920	E	0.013	Y	0.849	D	-0.058	N
12	CENTINELA AV	JEFFERSON BL	0.665	B	0.753	C	0.088	Y	0.735	C	0.070	Y
13	LA CIENEGA BL	CENTINELA AV	1.197	F	1.209	F	0.012	Y	1.179	F	-0.018	N
14	LA TIJERA BL	CENTINELA AV	1.037	F	1.075	F	0.038	Y	0.899	D	-0.138	N
15	SEPULVEDA BL	CENTINELA AV	1.238	F	1.272	F	0.034	Y	1.170	F	-0.068	N
16	CENTINELA AV	WASHINGTON BL	0.885	D	0.902	E	0.017	Y	0.889	D	0.004	N
17	SEPULVEDA BL	CENTURY BL	0.749	C	0.759	C	0.010	N	0.729	C	-0.020	N
18	CULVER BL	JEFFERSON BL	0.907	E	0.924	E	0.017	Y	0.896	D	-0.011	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.767	C	0.773	C	0.006	N	0.773	C	0.006	N
20	CULVER BL	MARINA EXWY WB RAMPS	1.052	F	1.052	F	0.000	N	1.052	F	0.000	N
21	CULVER BL	MAIN ST/WASHINGTON BL	1.084	F	1.092	F	0.008	N	1.092	F	0.008	N
22	CULVER BL	VISTA DEL MAR	0.881	D	0.897	D	0.016	N	0.897	D	0.016	N
23	SEPULVEDA BL	EL SEGUNDO BL	1.055	F	1.057	F	0.002	N	1.057	F	0.002	N
24	LINCOLN BL	FIJI WAY	0.774	C	0.787	C	0.013	N	0.769	C	-0.005	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.320	F	1.323	F	0.003	N	1.323	F	0.003	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.883	D	0.901	E	0.018	Y	0.854	D	-0.029	N
27	PERSHING DR	IMPERIAL HWY	1.202	F	1.203	F	0.001	N	1.203	F	0.001	N
28	SEPULVEDA BL	IMPERIAL HWY	0.961	E	0.965	E	0.004	N	0.935	E	-0.026	N
29	INGLEWOOD BL	WASHINGTON BL	0.835	D	0.845	D	0.010	N	0.805	D	-0.030	N
30	I-405 NB RAMPS	JEFFERSON BL	0.705	C	0.719	C	0.014	N	0.657	B	-0.048	N
31	I-405 SB RAMPS	JEFFERSON BL	0.649	B	0.703	C	0.054	Y	0.647	B	-0.002	N
32	LA CIENEGA BL	JEFFERSON BL	1.312	F	1.320	F	0.008	N	1.320	F	0.008	N
33	LINCOLN BL	JEFFERSON BL	1.047	F	1.065	F	0.018	Y	1.030	F	-0.017	N
34	JEFFERSON BL	OVERLAND AV	0.999	E	1.028	F	0.029	Y	1.001	F	0.002	N
35	JEFFERSON BL	SEPULVEDA BL (N)	1.078	F	1.082	F	0.004	N	1.054	F	-0.024	N
36	LA CIENEGA BL	LA TIJERA BL	0.893	D	0.899	D	0.006	N	0.899	D	0.006	N
37	LA CIENEGA BL	RODEO RD	1.167	F	1.176	F	0.009	N	1.176	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.907	E	0.910	E	0.003	N	0.910	E	0.003	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.792	C	0.801	D	0.009	N	0.801	D	0.009	N
40	I-405 NB RAMPS	LA TIJERA BL	0.680	B	0.680	B	0.000	N	0.680	B	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.614	B	0.614	B	0.000	N	0.614	B	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.819	D	0.841	D	0.022	Y	0.811	D	-0.008	N
43	LA TIJERA BL	MANCHESTER AV	0.777	C	0.781	C	0.004	N	0.781	C	0.004	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.896	D	0.900	D	0.004	N	0.873	D	-0.023	N
45	LINCOLN BL	83RD ST	1.414	F	1.443	F	0.029	Y	1.333	F	-0.081	N
46	LINCOLN BL	MANCHESTER AV	1.356	F	1.385	F	0.029	Y	1.355	F	-0.001	N
47	LINCOLN BL	MARINA EXWY	1.038	F	1.054	F	0.016	Y	1.046	F	0.008	N
48	LINCOLN BL	MAXELLA AV	0.876	D	0.889	D	0.013	N	0.881	D	0.005	N
49	LINCOLN BL	MINDANAO WAY	1.021	F	1.038	F	0.017	Y	1.026	F	0.005	N
50	LINCOLN BL	ROSE AV	0.919	E	0.928	E	0.009	N	0.928	E	0.009	N
51	SEPULVEDA BL	LINCOLN BL	0.571	A	0.581	A	0.010	N	0.551	A	-0.020	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.795	C	0.826	D	0.031	Y	0.810	D	0.015	N
53	LINCOLN BL	VENICE BL	1.091	F	1.104	F	0.013	Y	1.091	F	0.000	N
54	LINCOLN BL	WASHINGTON BL	1.168	F	1.178	F	0.010	Y	1.166	F	-0.002	N
55	MAIN ST	ROSE AV	0.505	A	0.506	A	0.001	N	0.506	A	0.001	N
56	PERSHING DR	MANCHESTER AV	0.472	A	0.473	A	0.001	N	0.473	A	0.001	N
57	SEPULVEDA BL	MANCHESTER AV	0.995	E	1.004	F	0.009	N	0.947	E	-0.048	N
58	SEPULVEDA BL	MARIPOSA AV	0.927	E	0.930	E	0.003	N	0.930	E	0.003	N
59	PERSHING DR	WESTCHESTER PKWY	0.524	A	0.525	A	0.001	N	0.525	A	0.001	N
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.875	D	0.908	E	0.033	Y	0.887	D	0.012	N
61	SEPULVEDA BL	ROSECRANS AV	1.030	F	1.032	F	0.002	N	1.032	F	0.002	N
62	SAWTELLE BL	VENICE BL	1.201	F	1.204	F	0.003	N	1.204	F	0.003	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.179	F	1.189	F	0.010	Y	1.159	F	-0.020	N
64	SEPULVEDA BL	77TH ST/76TH ST	1.070	F	1.079	F	0.009	N	1.022	F	-0.048	N
65	SEPULVEDA BL	SLAUSON AV	1.115	F	1.121	F	0.006	N	1.080	F	-0.035	N
66	SEPULVEDA BL	VENICE BL	1.134	F	1.137	F	0.003	N	1.137	F	0.003	N
67	LA CIENEGA BL	FAIRFAX AV	1.109	F	1.117	F	0.008	N	1.117	F	0.008	N
68	AIRPORT BL	96TH ST	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
69	ALLA RD	JEFFERSON BL	0.605	B	0.637	B	0.032	N	0.637	B	0.032	N
70	BEETHOVEN ST	JEFFERSON BL	0.389	A	0.419	A	0.030	N	0.419	A	0.030	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.619	B	0.620	B	0.001	N	0.620	B	0.001	N
72	BUNDY DR	OCEAN PARK BL	1.137	F	1.149	F	0.012	Y	1.119	F	-0.018	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.412	A	0.474	A	0.062	N	0.474	A	0.062	N
74	CENTINELA AV	MARINA FWY WB RAMPS	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
75	MESMER AV	CENTINELA AV	0.434	A	0.453	A	0.019	N	0.453	A	0.019	N
76	BLUFF CREEK DR	CENTINELA AV	0.496	A	0.535	A	0.039	N	0.535	A	0.039	N

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INT #	STREET NAME	CROSS STREET	2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
			V/C	LOS	V/C	LOS			V/C	LOS		
77	INGLEWOOD BL	CULVER BL	0.803	D	0.847	D	0.044	Y	0.666	B	-0.137	N
78	CULVER BL	NICHOLSON ST	1.057	F	1.067	F	0.010	Y	1.041	F	-0.016	N
79	FALMOUTH AV	MANCHESTER AV	0.645	B	0.654	B	0.009	N	0.654	B	0.009	N
80	GLENCOE AV	MAXELLA AV	0.319	A	0.319	A	0.000	N	0.319	A	0.000	N
81	LINCOLN BL	HUGHES TER	0.646	B	0.657	B	0.021	N	0.657	B	0.011	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.772	C	0.802	D	0.030	Y	0.770	C	-0.002	N
83	McCONNELL AV	JEFFERSON BL	[e] 80.4	F	0.457	A	N/A	N	0.457	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.460	A	0.486	A	0.026	N	0.486	A	0.026	N
85	WEST LAWN AV	JEFFERSON BL	0.455	A	0.505	A	0.050	N	0.505	A	0.050	N
86	LINCOLN BL	LOYOLA BL	0.766	C	0.789	C	0.023	N	0.789	C	0.023	N
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.808	D	0.809	D	0.001	N	0.809	D	0.001	N
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.570	A	0.573	A	0.003	N	0.573	A	0.003	N
89	PACIFIC AV	WASHINGTON BL	0.674	B	0.675	B	0.001	N	0.675	B	0.001	N
90	PALAWAN WAY	WASHINGTON BL	0.930	E	0.930	E	0.000	N	0.930	E	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	0.756	C	0.763	C	0.007	N	0.737	C	-0.019	N
92	SEPULVEDA BL	83RD ST	0.768	C	0.774	C	0.006	N	0.774	C	0.006	N
93	WALGROVE AV	VENICE BL	0.844	D	0.846	D	0.002	N	0.846	D	0.002	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.216	F	1.220	F	0.004	N	1.220	F	0.004	N
95	BRISTOL PKWY	SLAUSON AV	0.719	C	0.725	C	0.006	N	0.725	C	0.006	N
96	BRISTOL PKWY	CENTINELA AV	0.601	B	0.622	B	0.021	N	0.622	B	0.021	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.786	C	0.791	C	0.005	N	0.791	C	0.005	N
98	GREEN VALLEY CIR	CENTINELA AV	0.881	D	0.901	F	0.020	Y	0.721	C	-0.160	N
99	CENTINELA AV	WASHINGTON PL	0.911	E	0.927	F	0.016	Y	0.864	D	-0.047	N
100	OVERLAND AV	CULVER BL	0.969	E	0.989	E	0.020	Y	0.902	E	-0.067	N
101	SEPULVEDA BL	CULVER BL	0.983	E	0.993	E	0.010	Y	0.979	E	-0.004	N
102	SAWTELLE BL	CULVER BL	0.910	E	0.918	E	0.008	N	0.843	D	-0.067	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.672	B	0.673	B	0.001	N	0.673	B	0.001	N
104	HANNUM AV	PLAYA ST	0.884	D	0.912	E	0.028	Y	0.899	D	0.015	N
105	HANNUM AV	SLAUSON AV	0.555	A	0.555	A	0.000	N	0.555	A	0.000	N
106	JEFFERSON BL	SLAUSON AV	0.571	A	0.587	A	0.016	N	0.587	A	0.016	N
107	MARINA FWY	SLAUSON AV	0.668	B	0.687	B	0.019	N	0.687	B	0.019	N
108	REDWOOD AV	WASHINGTON BL	0.649	B	0.651	B	0.002	N	0.651	B	0.002	N
109	LINCOLN BL	OCEAN PARK BL	1.247	F	1.249	F	0.002	N	1.249	F	0.002	N
110	MAIN ST	OCEAN PARK BL	0.946	E	0.946	E	0.000	N	0.946	E	0.000	N
111	NEILSON WAY	OCEAN PARK BL	0.725	C	0.726	C	0.001	N	0.726	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	0.764	C	0.768	C	0.004	N	0.768	C	0.004	N
113	ADMIRALTY WAY	FIJI WAY	0.509	A	0.513	A	0.004	N	0.513	A	0.004	N
114	ADMIRALTY WAY	MINDANAO WAY	0.887	D	0.890	D	0.003	N	0.882	D	-0.005	N
115	PALAWAN WAY	ADMIRALTY WAY	0.815	D	0.821	D	0.006	N	0.755	C	-0.060	N
116	VIA MARINA	ADMIRALTY WAY	0.917	E	0.923	E	0.006	N	0.923	E	0.006	N
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.775	C	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.726	C	0.727	C	0.001	N	0.727	C	0.001	N
119	SEPULVEDA BL	MAPLE AV	0.853	D	0.857	D	0.004	N	0.857	D	0.004	N
120	SEPULVEDA BL	GRAND AV	1.084	F	1.092	F	0.008	N	1.092	F	0.008	N
121	SEPULVEDA BL	MARINE AV	1.080	F	1.083	F	0.003	N	1.083	F	0.003	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.180	F	1.182	F	0.002	N	1.182	F	0.002	N
123	CENTINELA AV	SHORT AV	0.637	B	0.651	B	0.014	N	0.651	B	0.014	N
124	LINCOLN BL	PICO BL	1.215	F	1.217	F	0.002	N	1.217	F	0.002	N
125	OCEAN AV	WILSHIRE BL	0.728	C	0.728	C	0.000	N	0.728	C	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.642	B	0.642	B	0.000	N	0.642	B	0.000	N
127	4TH ST	WILSHIRE BL	0.714	C	0.715	C	0.001	N	0.715	C	0.001	N
128	4TH ST	PICO BL	1.064	F	1.067	F	0.003	N	1.067	F	0.003	N
129	4TH ST	OCEAN PARK BL N	0.469	A	0.471	A	0.002	N	0.471	A	0.002	N
130	4TH ST	OCEAN PARK BL S	0.444	A	0.445	A	0.001	N	0.445	A	0.001	N
131	LINCOLN BL	WILSHIRE BL	0.869	D	0.871	D	0.002	N	0.871	D	0.002	N
132	23RD ST	PICO BL	0.725	C	0.727	C	0.002	N	0.727	C	0.002	N
133	23RD ST	OCEAN PARK BL	1.086	F	1.088	F	0.002	N	1.088	F	0.002	N
134	CLOVERFIELD BL	PICO BL	0.929	E	0.931	E	0.002	N	0.931	E	0.002	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.718	C	0.720	C	0.002	N	0.720	C	0.002	N
136	26TH ST	WILSHIRE BL	0.966	E	0.967	E	0.001	N	0.967	E	0.001	N
137	4TH ST	COLORADO AV	0.697	B	0.698	B	0.001	N	0.698	B	0.001	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.878	D	0.878	D	0.000	N	0.878	D	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.953	E	0.955	E	0.002	N	0.955	E	0.002	N
140	ALVERN ST	CENTINELA AV	0.712	C	0.733	C	0.021	N	0.733	C	0.021	N
141	SHERBOURNE DR	CENTINELA AV	0.771	C	0.792	C	0.021	N	0.762	C	-0.009	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.520	A	0.520	A	0.000	N	0.520	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.747	C	0.754	C	0.007	N	0.754	C	0.007	N
144	CORNING AV	SLAUSON AV	0.860	D	0.865	D	0.005	N	0.865	D	0.005	N
145	KINGS RD	SLAUSON AV	0.549	A	0.549	A	0.000	N	0.549	A	0.000	N
146	LA TIJERA BL	SLAUSON AV	0.609	B	0.611	B	0.002	N	0.611	B	0.002	N
147	FAIRFAX AV	SLAUSON AV	1.081	F	1.084	F	0.003	N	1.084	F	0.003	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	1.117	F	1.119	F	0.002	N	1.119	F	0.002	N
149	SAWTELLE BL	WASHINGTON PL	0.889	D	0.891	D	0.002	N	0.891	D	0.002	N
150	SAWTELLE BL	WASHINGTON BL	0.851	D	0.855	D	0.004	N	0.855	D	0.004	N
151	SAWTELLE BL	I 405 SB OFF RAMP N/O CULVER BL	0.555	A	0.558	A	0.003	N	0.558	A	0.003	N
152	SAWTELLE BL	BRADDOCK DR	0.679	B	0.685	B	0.006	N	0.685	B	0.006	N

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			2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS		
153	SEPULVEDA BL	BRADDOCK DR	0.867	D	0.869	D	0.002	N	0.869	D	0.002	N
154	SEPULVEDA BL	WASHINGTON PL	1.005	F	1.007	F	0.002	N	1.007	F	0.002	N
155	SEPULVEDA BL	WASHINGTON BL	0.864	D	0.871	D	0.007	N	0.871	D	0.007	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	1.015	F	1.021	F	0.006	N	1.021	F	0.006	N
157	OVERLAND AV	VENICE BL	1.119	F	1.122	F	0.003	N	1.122	F	0.003	N
158	OVERLAND AV	WASHINGTON BL	1.002	F	1.010	F	0.008	N	1.010	F	0.008	N
159	OVERLAND AV	BRADDOCK DR	0.871	D	0.886	D	0.015	N	0.886	D	0.015	N
160	MOTOR AV	VENICE BL	0.969	E	0.971	E	0.002	N	0.971	E	0.002	N
161	CULVER BL	VENICE BL	1.034	F	1.038	F	0.004	N	1.038	F	0.004	N
162	MOTOR AV	WASHINGTON BL	1.001	F	1.004	F	0.003	N	1.004	F	0.003	N
163	JEFFERSON BL	NATIONAL BL	0.453	A	0.456	A	0.003	N	0.456	A	0.003	N
164	JEFFERSON BL	RODEO RD	0.814	D	0.825	D	0.011	N	0.825	D	0.011	N
165	JEFFERSON BL	DUQUESNE AV	0.954	E	0.962	E	0.008	N	0.909	E	0.045	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.682	B	0.683	B	0.001	N	0.683	B	0.001	N
167	WALGROVE AV	WASHINGTON BL	0.793	C	0.794	C	0.001	N	0.794	C	0.001	N
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.211	F	0.003	N	1.211	F	0.003	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.985	E	0.985	E	0.000	N	0.985	E	0.000	N
170	SEPULVEDA BL	SAWTELLE BL	1.078	F	1.082	F	0.004	N	1.054	F	0.024	N
171	ABBOTT KINNEY BL	VENICE BL	0.739	C	0.742	C	0.003	N	0.742	C	0.003	N
172	AIRPORT BL	MANCHESTER AV	0.677	B	0.679	B	0.002	N	0.679	B	0.002	N
173	BUNDY DR	I-10 EB ON-RAMP	1.289	F	1.289	F	0.000	N	1.289	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.790	C	0.796	C	0.006	N	0.796	C	0.006	N
175	LA BREA AV	CENTINELA AV	1.393	F	1.409	F	0.016	Y	1.309	F	-0.084	N
176	DOUGLAS ST	IMPERIAL HWY	0.811	D	0.811	D	0.000	N	0.811	D	0.000	N
177	VISTA DEL MAR	GRAND AV	0.809	D	0.815	D	0.006	N	0.815	D	0.006	N
178	CRENSHAW BL	SLAUSON AV	1.053	F	1.055	F	0.002	N	1.055	F	0.002	N
179	FAIRFAX AV	WASHINGTON BL	1.218	F	1.225	F	0.007	N	1.225	F	0.007	N
180	CRENSHAW BL	FLORENCE AV	0.795	C	0.797	C	0.002	N	0.797	C	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.390	A	0.390	A	0.000	N	0.390	A	0.000	N
182	MAIN ST	IMPERIAL HWY	0.872	D	0.876	D	0.004	N	0.876	D	0.004	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.724	C	0.726	C	0.002	N	0.726	C	0.002	N
184	VISTA DEL MAR	IMPERIAL HWY	1.208	F	1.216	F	0.008	N	1.216	F	0.008	N
185	LA CIENEGA BL	IMPERIAL HWY	0.489	A	0.489	A	0.000	N	0.489	A	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.573	A	0.574	A	0.001	N	0.574	A	0.001	N
187	LA BREA AV	I-10 WB OFF RAMP	0.656	B	0.657	B	0.001	N	0.657	B	0.001	N
188	LA BREA AV	MANCHESTER BL	1.028	F	1.029	F	0.001	N	1.029	F	0.001	N
189	LA BREA AV	SLAUSON AV	1.095	F	1.100	F	0.005	N	1.100	F	0.005	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.946	E	0.949	E	0.003	N	0.949	E	0.003	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	0.801	D	0.802	D	0.001	N	0.802	D	0.001	N
192	LA CIENEGA BL	111TH ST	0.501	A	0.501	A	0.000	N	0.501	A	0.000	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.574	A	0.575	A	0.001	N	0.575	A	0.001	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.451	A	0.451	A	0.000	N	0.451	A	0.000	N
195	LA CIENEGA BL	LENNOX BL	0.368	A	0.371	A	0.003	N	0.371	A	0.003	N
196	LA CIENEGA BL	MANCHESTER BL	1.195	F	1.199	F	0.004	N	1.199	F	0.004	N
197	LA CIENEGA BL	STOCKER ST	1.319	F	1.326	F	0.007	N	1.326	F	0.007	N
198	LA CIENEGA BL	VENICE BL	1.169	F	1.170	F	0.001	N	1.170	F	0.001	N
199	LA CIENEGA BL	WASHINGTON BL	1.051	F	1.052	F	0.001	N	1.052	F	0.001	N
200	SEPULVEDA BL	WESTCHESTER PKWY	1.104	F	1.109	F	0.005	N	1.091	F	-0.013	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.946	E	0.947	E	0.001	N	0.947	E	0.001	N
202	I-405 NB OFF RAMP	CENTURY BL	1.049	F	1.051	F	0.002	N	1.051	F	0.002	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.516	A	0.516	A	0.000	N	0.516	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.629	B	0.629	B	0.000	N	0.629	B	0.000	N
205	INGLEWOOD AV	LENNOX BL	0.787	C	0.788	C	0.001	N	0.788	C	0.001	N
206	CENTINELA AV	FLORENCE AV	0.596	A	0.605	B	0.009	N	0.605	B	0.009	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.786	C	0.789	C	0.003	N	0.789	C	0.003	N
208	SEPULVEDA BL/PCH	ARTESIA BL	0.850	D	0.854	D	0.004	N	0.854	D	0.004	N
209	CENTINELA AV	VENICE BL	1.225	F	1.246	F	0.021	Y	1.200	F	-0.025	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.545	A	0.560	A	0.015	N	0.560	A	0.015	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.521	A	0.526	A	0.005	N	0.526	A	0.005	N
212	OVERLAND AV	PALMS BL	0.913	F	0.915	E	0.002	N	0.915	E	0.002	N
215	PLAYA VISTA DR	CULVER BL	0.749	C	0.750	C	0.001	N	0.750	C	0.001	N
216	PLAYA VISTA DR	B ST	0.451	A	0.456	A	0.005	N	0.456	A	0.005	N
217	PLAYA VISTA DR	JEFFERSON BL	0.717	C	0.734	C	0.017	N	0.734	C	0.017	N
218	PLAYA VISTA DR	BLUFF CREEK DR	0.583	A	0.620	B	0.037	N	0.620	B	0.037	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.310	A	N/A	N	0.310	A	N/A	N
220	12TH ST	BLUFF CREEK DR	0.365	A	0.431	A	0.066	N	0.431	A	0.066	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3

LEVEL OF SERVICE SUMMARY – LAX ALTERNATIVE D BASELINE CONDITIONS

PM PEAK HOUR

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THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
LAX ALTERNATIVE D BASELINE CONDITIONS
PM PEAK HOUR

			2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS		
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.831	D	0.843	D	0.012	N	0.843	D	0.012	N
2	AIRPORT BL	CENTURY BL	0.667	B	0.685	B	0.018	N	0.685	B	0.018	N
3	AIRPORT BL	LA TIJERA BL	0.662	B	0.664	B	0.002	N	0.664	B	0.002	N
4	AVIATION BL	ARBOR VITAE ST	0.857	D	0.862	D	0.005	N	0.862	D	0.005	N
5	LA CIENEGA BL	ARBOR VITAE ST	1.015	F	1.017	F	0.002	N	1.017	F	0.002	N
6	AVIATION BL	CENTURY BL	0.997	E	1.002	F	0.005	N	1.002	F	0.005	N
7	AVIATION BL	IMPERIAL HWY	1.021	F	1.022	F	0.001	N	1.022	F	0.001	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	0.921	E	0.939	E	0.018	Y	0.909	E	-0.012	N
9	AVIATION BL	ROSECRANS AV	1.043	F	1.043	F	0.000	N	1.043	F	0.000	N
10	LINCOLN BL	BALI WAY	1.057	F	1.073	F	0.016	Y	1.063	F	0.006	N
11	CENTINELA AV	CULVER BL	0.871	D	0.889	D	0.018	N	0.835	D	-0.036	N
12	CENTINELA AV	JEFFERSON BL	0.726	C	0.837	D	0.111	Y	0.818	D	0.092	Y
13	LA CIENEGA BL	CENTINELA AV	1.259	F	1.268	F	0.009	N	1.238	F	-0.021	N
14	LA TIJERA BL	CENTINELA AV	0.835	D	0.868	D	0.033	Y	0.754	C	-0.081	N
15	SEPULVEDA BL	CENTINELA AV	1.174	F	1.245	F	0.071	Y	1.176	F	0.002	N
16	CENTINELA AV	WASHINGTON BL	0.998	E	1.016	F	0.018	Y	1.003	F	0.005	N
17	SEPULVEDA BL	CENTURY BL	0.969	E	0.979	E	0.010	Y	0.949	E	-0.020	N
18	CULVER BL	JEFFERSON BL	0.815	D	0.836	D	0.021	Y	0.808	D	-0.007	N
19	CULVER BL	MARINA EXWY EB RAMPS	0.621	B	0.625	B	0.004	N	0.625	B	0.004	N
20	CULVER BL	MARINA EXWY WB RAMPS	1.027	F	1.036	F	0.009	N	1.036	F	0.009	N
21	CULVER BL	MAIN ST/WASHINGTON BL	0.886	D	0.891	D	0.005	N	0.891	D	0.005	N
22	CULVER BL	VISTA DEL MAR	0.587	A	0.608	B	0.021	N	0.608	B	0.021	N
23	SEPULVEDA BL	EL SEGUNDO BL	1.353	F	1.360	F	0.007	N	1.360	F	0.007	N
24	LINCOLN BL	FIJI WAY	0.873	D	0.895	D	0.022	Y	0.877	D	0.004	N
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	0.876	D	0.880	D	0.004	N	0.880	D	0.004	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.947	E	0.993	E	0.046	Y	0.948	C	0.001	N
27	PERSHING DR	IMPERIAL HWY	0.672	B	0.673	B	0.001	N	0.673	B	0.001	N
28	SEPULVEDA BL	IMPERIAL HWY	1.118	F	1.153	F	0.035	Y	1.123	F	0.005	N
29	INGLEWOOD BL	WASHINGTON BL	0.970	E	0.992	E	0.022	Y	0.952	E	-0.018	N
30	I-405 NB RAMPS	JEFFERSON BL	1.147	F	1.157	F	0.010	Y	0.923	E	-0.224	N
31	I-405 SB RAMPS	JEFFERSON BL	0.747	C	0.803	D	0.056	Y	0.745	C	-0.002	N
32	LA CIENEGA BL	JEFFERSON BL	1.202	F	1.209	F	0.007	N	1.209	F	0.007	N
33	LINCOLN BL	JEFFERSON BL	1.029	F	1.084	F	0.055	Y	1.033	F	0.004	N
34	JEFFERSON BL	OVERLAND AV	0.897	D	0.922	E	0.025	Y	0.895	D	-0.002	N
35	JEFFERSON BL	SEPULVEDA BL (N)	0.986	E	0.997	E	0.011	Y	0.965	E	-0.021	N
36	LA CIENEGA BL	LA TIJERA BL	0.776	C	0.786	C	0.010	N	0.786	C	0.010	N
37	LA CIENEGA BL	RODEO RD	1.255	F	1.264	F	0.009	N	1.264	F	0.009	N
38	LA CIENEGA BL RAMPS N	SLAUSON AV	0.669	B	0.673	B	0.004	N	0.673	B	0.004	N
39	LA CIENEGA BL RAMPS S	SLAUSON AV	0.749	C	0.766	C	0.017	N	0.766	C	0.017	N
40	I-405 NB RAMPS	LA TIJERA BL	0.758	C	0.758	C	0.000	N	0.758	C	0.000	N
41	I-405 SB RAMPS	LA TIJERA BL	0.691	B	0.692	B	0.001	N	0.692	B	0.001	N
42	LINCOLN BL	LA TIJERA BL	0.871	D	0.902	E	0.031	Y	0.872	D	0.001	N
43	LA TIJERA BL	MANCHESTER AV	0.817	D	0.825	D	0.008	N	0.825	D	0.008	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.854	D	0.867	D	0.013	N	0.839	D	-0.015	N
45	LINCOLN BL	83RD ST	1.013	F	1.074	F	0.061	Y	1.005	F	-0.008	N
46	LINCOLN BL	MANCHESTER AV	1.217	F	1.256	F	0.039	Y	1.226	F	0.009	N
47	LINCOLN BL	MARINA EXWY	1.064	F	1.080	F	0.016	Y	1.072	F	0.008	N
48	LINCOLN BL	MAXELLA AV	0.944	E	0.956	E	0.012	Y	0.948	E	0.004	N
49	LINCOLN BL	MINDANAO WAY	1.161	F	1.180	F	0.019	Y	1.168	F	0.007	N
50	LINCOLN BL	ROSE AV	0.885	D	0.894	D	0.009	N	0.894	D	0.009	N
51	SEPULVEDA BL	LINCOLN BL	0.817	D	0.839	D	0.022	Y	0.809	D	-0.008	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.821	D	0.866	D	0.045	Y	0.833	D	0.012	N
53	LINCOLN BL	VENICE BL	1.091	F	1.101	F	0.010	Y	1.088	F	-0.003	N
54	LINCOLN BL	WASHINGTON BL	1.253	F	1.274	F	0.021	Y	1.262	F	0.009	N
55	MAIN ST	ROSE AV	0.911	E	0.913	E	0.002	N	0.913	E	0.002	N
56	PERSHING DR	MANCHESTER AV	0.413	A	0.416	A	0.003	N	0.416	A	0.003	N
57	SEPULVEDA BL	MANCHESTER AV	1.209	F	1.260	F	0.051	Y	1.209	F	0.000	N
58	SEPULVEDA BL	MARIPOSA AV	1.096	F	1.099	F	0.003	N	1.099	F	0.003	N
59	PERSHING DR	WESTCHESTER PKWY	0.389	A	0.390	A	0.001	N	0.390	A	0.001	N
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.923	E	0.960	E	0.037	Y	0.932	E	0.009	N
61	SEPULVEDA BL	ROSECRANS AV	1.444	F	1.447	F	0.003	N	1.447	F	0.003	N
62	SAWTELLE BL	VENICE BL	1.243	F	1.248	F	0.005	N	1.248	F	0.005	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.276	F	1.300	F	0.024	Y	1.270	F	-0.006	N
64	SEPULVEDA BL	77TH ST/76TH ST	0.973	E	1.016	F	0.043	Y	0.960	E	-0.013	N
65	SEPULVEDA BL	SLAUSON AV	1.038	F	1.051	F	0.013	Y	1.009	F	-0.029	N
66	SEPULVEDA BL	VENICE BL	1.165	F	1.169	F	0.004	N	1.169	F	0.004	N
67	LA CIENEGA BL	FAIRFAX AV	0.948	E	0.957	E	0.009	N	0.957	E	0.009	N
68	AIRPORT BL	96TH ST	0.675	B	0.693	B	0.018	N	0.693	B	0.018	N
69	ALLA RD	JEFFERSON BL	0.457	A	0.499	A	0.042	N	0.499	A	0.042	N
70	BEETHOVEN ST	JEFFERSON BL	0.367	A	0.400	A	0.033	N	0.400	A	0.033	N
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.861	D	0.863	D	0.002	N	0.863	D	0.002	N
72	BUNDY DR	OCEAN PARK BL	1.381	F	1.397	F	0.016	Y	1.367	F	-0.014	N
73	CENTINELA AV	MARINA FWY EB RAMPS	0.553	A	0.603	B	0.050	N	0.603	B	0.050	N

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THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS
LAX ALTERNATIVE D BASELINE CONDITIONS
PM PEAK HOUR

			2010 BASE		2010 W / PROJECT		V/C INCREASE	IMP.	2010 W / PROJ W OVERALL MITIGATION PROGRAM		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS		
74	CENTINELA AV	MARINA FWY WB RAMPS	0.477	A	0.496	A	0.019	N	0.496	A	0.019	N
75	MESMER AV	CENTINELA AV	0.390	A	0.429	A	0.039	N	0.429	A	0.039	N
76	BLUFF CREEK DR	CENTINELA AV	0.575	A	0.720	C	0.145	Y	0.692	B	0.117	N
77	INGLEWOOD BL	CULVER BL	1.011	F	1.089	F	0.078	Y	0.856	D	-0.155	N
78	CULVER BL	NICHOLSON ST	0.769	C	0.790	C	0.021	N	0.765	C	-0.004	N
79	FALMOUTH AV	MANCHESTER AV	0.799	C	0.807	D	0.008	N	0.807	D	0.008	N
80	GLENCOE AV	MAXELLA AV	0.567	A	0.568	A	0.001	N	0.568	A	0.001	N
81	LINCOLN BL	HUGHES TER	0.774	C	0.818	D	0.044	Y	0.793	C	0.019	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.835	D	0.871	D	0.036	Y	0.848	D	0.013	N
83	McCONNELL AV	JEFFERSON BL	[a] 650.7	F	0.379	A	N/A	N	0.379	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.459	A	0.508	A	0.049	N	0.508	A	0.049	N
85	WESTLAWN AV	JEFFERSON BL	0.469	A	0.570	A	0.101	N	0.570	A	0.101	N
86	LINCOLN BL	LOYOLA BL	0.679	B	0.713	C	0.034	N	0.713	C	0.034	N
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.882	D	0.889	D	0.007	N	0.889	D	0.007	N
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.630	B	0.631	B	0.001	N	0.631	B	0.001	N
89	PACIFIC AV	WASHINGTON BL	0.721	C	0.723	C	0.002	N	0.723	C	0.002	N
90	PALAWAN WAY	WASHINGTON BL	0.955	E	0.955	E	0.000	N	0.955	E	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	1.014	F	1.034	F	0.020	Y	1.009	F	-0.005	N
92	SEPULVEDA BL	83RD ST	0.837	D	0.855	D	0.018	N	0.855	D	0.018	N
93	WALGROVE AV	VENICE BL	1.064	F	1.069	F	0.005	N	1.069	F	0.005	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.303	F	1.307	F	0.004	N	1.307	F	0.004	N
95	BRISTOL PKWY	SLAUSON AV	0.665	B	0.674	B	0.009	N	0.674	B	0.009	N
96	BRISTOL PKWY	CENTINELA AV	0.575	A	0.622	B	0.047	N	0.622	B	0.047	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.771	C	0.781	C	0.010	N	0.781	C	0.010	N
98	GREEN VALLEY CIR	CENTINELA AV	0.662	B	0.692	B	0.030	N	0.672	B	0.010	N
99	CENTINELA AV	WASHINGTON PL	0.964	E	0.979	F	0.015	Y	0.901	E	-0.063	N
100	OVERLAND AV	CULVER BL	0.950	E	0.973	F	0.023	Y	0.898	D	-0.052	N
101	SEPULVEDA BL	CULVER BL	0.908	E	0.918	F	0.010	Y	0.904	E	-0.004	N
102	SAWTELLE BL	CULVER BL	1.031	F	1.054	F	0.023	Y	0.922	E	-0.109	N
103	GLENCOE AV/COSTCO DWY	WASHINGTON BL	0.955	E	0.956	E	0.001	N	0.956	E	0.001	N
104	HANNUM AV	PLAYA ST	0.769	C	0.784	C	0.015	N	0.771	C	0.002	N
105	HANNUM AV	SLAUSON AV	0.521	A	0.527	A	0.006	N	0.527	A	0.006	N
106	JEFFERSON BL	SLAUSON AV	0.631	B	0.667	B	0.036	N	0.667	B	0.036	N
107	MARINA FWY	SLAUSON AV	0.738	C	0.751	C	0.013	N	0.751	C	0.013	N
108	REDWOOD AV	WASHINGTON BL	0.715	C	0.718	C	0.003	N	0.718	C	0.003	N
109	LINCOLN BL	OCEAN PARK BL	1.396	F	1.399	F	0.003	N	1.399	F	0.003	N
110	MAIN ST	OCEAN PARK BL	1.019	F	1.019	F	0.000	N	1.019	F	0.000	N
111	NEILSON WAY	OCEAN PARK BL	0.773	C	0.774	C	0.001	N	0.774	C	0.001	N
112	ADMIRALTY WAY	BALI WAY	1.065	F	1.072	F	0.007	N	1.072	F	0.007	N
113	ADMIRALTY WAY	FIJI WAY	0.666	B	0.679	B	0.013	N	0.679	B	0.013	N
114	ADMIRALTY WAY	MINDANAO WAY	1.131	F	1.143	F	0.012	Y	1.135	F	0.004	N
115	PALAWAN WAY	ADMIRALTY WAY	1.087	F	1.098	F	0.011	Y	0.973	E	-0.114	N
116	VIA MARINA	ADMIRALTY WAY	1.107	F	1.114	F	0.007	N	1.114	F	0.007	N
117	MAIN ST	PICO BL	0.964	E	0.964	E	0.000	N	0.964	E	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.905	E	0.905	E	0.000	N	0.905	E	0.000	N
119	SEPULVEDA BL	MAPLE AV	1.077	F	1.081	F	0.004	N	1.081	F	0.004	N
120	SEPULVEDA BL	GRAND AV	1.322	F	1.327	F	0.005	N	1.327	F	0.005	N
121	SEPULVEDA BL	MARINE AV	1.337	F	1.340	F	0.003	N	1.340	F	0.003	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.345	F	1.347	F	0.002	N	1.347	F	0.002	N
123	CENTINELA AV	SHORT AV	0.657	B	0.677	B	0.020	N	0.677	B	0.020	N
124	LINCOLN BL	PICO BL	1.228	F	1.233	F	0.005	N	1.233	F	0.005	N
125	OCEAN AV	WILSHIRE BL	0.694	B	0.695	B	0.001	N	0.695	B	0.001	N
126	OCEAN AV	PALISADES BEACH RD RAMPS	0.943	E	0.943	E	0.000	N	0.943	E	0.000	N
127	4TH ST	WILSHIRE BL	0.754	C	0.754	C	0.000	N	0.754	C	0.000	N
128	4TH ST	PICO BL	1.001	F	1.002	F	0.001	N	1.002	F	0.001	N
129	4TH ST	OCEAN PARK BL N	0.557	A	0.558	A	0.001	N	0.558	A	0.001	N
130	4TH ST	OCEAN PARK BL S	0.498	A	0.499	A	0.001	N	0.499	A	0.001	N
131	LINCOLN BL	WILSHIRE BL	0.880	D	0.883	D	0.003	N	0.883	D	0.003	N
132	23RD ST	PICO BL	0.969	E	0.972	E	0.003	N	0.972	E	0.003	N
133	23RD ST	OCEAN PARK BL	1.256	F	1.260	F	0.004	N	1.260	F	0.004	N
134	CLOVERFIELD BL	PICO BL	0.908	E	0.909	E	0.001	N	0.909	E	0.001	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.806	D	0.810	D	0.004	N	0.810	D	0.004	N
136	26TH ST	WILSHIRE BL	0.975	E	0.976	E	0.001	N	0.976	E	0.001	N
137	4TH ST	COLORADO AV	0.929	E	0.930	E	0.001	N	0.930	E	0.001	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	1.152	F	1.152	F	0.000	N	1.152	F	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.909	E	0.909	E	0.000	N	0.909	E	0.000	N
140	ALVERN ST	CENTINELA AV	0.725	C	0.753	C	0.028	N	0.753	C	0.028	N
141	SHERBOURNE DR	CENTINELA AV	0.693	B	0.717	C	0.024	N	0.687	B	-0.006	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.263	A	0.263	A	0.000	N	0.263	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.636	B	0.643	B	0.007	N	0.643	B	0.007	N
144	CORNING AV	SLAUSON AV	0.681	B	0.687	B	0.006	N	0.687	B	0.006	N
145	KINGS RD	SLAUSON AV	0.573	A	0.585	A	0.012	N	0.585	A	0.012	N
146	LA TIJERA BL	SLAUSON AV	0.729	C	0.739	C	0.010	N	0.739	C	0.010	N

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INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS		
147	FAIRFAX AV	SLAUSON AV	1.009	F	1.017	F	0.008	N	1.017	F	0.008	N
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMPS	1.071	F	1.079	F	0.008	N	1.079	F	0.008	N
149	SAWTELLE BL	WASHINGTON PL	1.086	F	1.089	F	0.003	N	1.089	F	0.003	N
150	SAWTELLE BL	WASHINGTON BL	0.985	E	0.994	E	0.009	N	0.994	E	0.009	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.510	A	0.517	A	0.007	N	0.517	A	0.007	N
152	SAWTELLE BL	BRADDOCK DR	0.752	C	0.759	C	0.007	N	0.759	C	0.007	N
153	SEPULVEDA BL	BRADDOCK DR	0.910	E	0.915	E	0.005	N	0.915	E	0.005	N
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.035	F	0.008	N	1.035	F	0.008	N
155	SEPULVEDA BL	WASHINGTON BL	0.982	E	0.991	E	0.009	N	0.991	E	0.009	N
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	0.978	E	0.987	E	0.009	N	0.987	E	0.009	N
157	OVERLAND AV	VENICE BL	1.150	F	1.157	F	0.007	N	1.157	F	0.007	N
158	OVERLAND AV	WASHINGTON BL	1.236	F	1.243	F	0.007	N	1.243	F	0.007	N
159	OVERLAND AV	BRADDOCK DR	0.961	C	0.970	E	0.009	N	0.970	E	0.009	N
160	MOTOR AV	VENICE BL	1.014	F	1.023	F	0.009	N	1.023	F	0.009	N
161	CULVER BL	VENICE BL	1.012	F	1.016	F	0.004	N	1.016	F	0.004	N
162	MOTOR AV	WASHINGTON BL	0.950	E	0.959	E	0.009	N	0.959	E	0.009	N
163	JEFFERSON BL	NATIONAL BL	0.555	A	0.563	A	0.008	N	0.563	A	0.008	N
164	JEFFERSON BL	RODEO RD	0.857	D	0.866	D	0.009	N	0.866	D	0.009	N
165	JEFFERSON BL	DUQUESNE AV	1.011	F	1.022	F	0.011	Y	0.968	E	-0.043	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.757	C	0.759	C	0.002	N	0.759	C	0.002	N
167	WALGROVE AV	WASHINGTON BL	0.958	E	0.960	E	0.002	N	0.960	E	0.002	N
168	LINCOLN BL	I-10 EB ON RAMP	1.062	F	1.065	F	0.003	N	1.065	F	0.003	N
169	LINCOLN BL	I-10 WB OFF RAMP	1.156	F	1.159	F	0.003	N	1.159	F	0.003	N
170	SEPULVEDA BL	SAWTELLE BL	0.986	E	0.997	E	0.011	Y	0.965	E	-0.021	N
171	ABBOTT KINNEY BL	VENICE BL	0.789	C	0.795	C	0.006	N	0.795	C	0.006	N
172	AIRPORT BL	MANCHESTER AV	0.791	C	0.799	C	0.008	N	0.799	C	0.008	N
173	BUNDY DR	I-10 EB ON-RAMP	1.155	F	1.155	F	0.000	N	1.155	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.801	D	0.805	D	0.004	N	0.805	D	0.004	N
175	LA BREA AV	CENTINELA AV	1.188	F	1.197	F	0.009	N	1.152	F	-0.036	N
176	DOUGLAS ST	IMPERIAL HWY	0.510	A	0.513	A	0.003	N	0.513	A	0.003	N
177	VISTA DEL MAR	GRAND AV	0.529	A	0.536	A	0.007	N	0.536	A	0.007	N
178	CRENSHAW BL	SLAUSON AV	1.292	F	1.295	F	0.003	N	1.295	F	0.003	N
179	FAIRFAX AV	WASHINGTON BL	0.689	B	0.694	B	0.005	N	0.694	B	0.005	N
180	CRENSHAW BL	FLORENCE AV	0.879	D	0.881	D	0.002	N	0.881	D	0.002	N
181	I-405 NB RAMPS	IMPERIAL HWY	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
182	MAIN ST	IMPERIAL HWY	0.959	E	0.960	E	0.001	N	0.960	E	0.001	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.387	A	0.390	A	0.003	N	0.390	A	0.003	N
184	VISTA DEL MAR	IMPERIAL HWY	0.463	A	0.470	A	0.007	N	0.470	A	0.007	N
185	LA CIENEGA BL	IMPERIAL HWY	0.475	A	0.476	A	0.001	N	0.476	A	0.001	N
186	LA BREA AV	I-10 EB OFF RAMP	0.687	B	0.688	B	0.001	N	0.688	B	0.001	N
187	LA BREA AV	I-10 WB OFF RAMP	0.642	B	0.642	B	0.000	N	0.642	B	0.000	N
188	LA BREA AV	MANCHESTER BL	1.111	F	1.112	F	0.001	N	1.112	F	0.001	N
189	LA BREA AV	SLAUSON AV	1.093	F	1.101	F	0.008	N	1.101	F	0.008	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	1.180	F	1.184	F	0.004	N	1.184	F	0.004	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	0.788	C	0.789	C	0.001	N	0.789	C	0.001	N
192	LA CIENEGA BL	111TH ST	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.385	A	0.386	A	0.001	N	0.386	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.454	A	0.458	A	0.004	N	0.458	A	0.004	N
196	LA CIENEGA BL	MANCHESTER BL	1.039	F	1.040	F	0.001	N	1.040	F	0.001	N
197	LA CIENEGA BL	STOCKER ST	1.215	F	1.223	F	0.008	N	1.223	F	0.008	N
198	LA CIENEGA BL	VENICE BL	1.061	F	1.062	F	0.001	N	1.062	F	0.001	N
199	LA CIENEGA BL	WASHINGTON BL	0.814	D	0.815	D	0.001	N	0.815	D	0.001	N
200	SEPULVEDA BL	WESTCHESTER PKWY	1.160	F	1.215	F	0.055	Y	1.162	F	0.002	N
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.818	D	0.819	D	0.001	N	0.819	D	0.001	N
202	I-405 NB OFF RAMP	CENTURY BL	0.633	B	0.635	B	0.002	N	0.635	B	0.002	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.604	B	0.604	B	0.000	N	0.604	B	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.825	D	0.825	D	0.000	N	0.825	D	0.000	N
205	INGLEWOOD AV	LENNOX BL	0.865	D	0.866	D	0.001	N	0.866	D	0.001	N
206	CENTINELA AV	FLORENCE AV	0.839	D	0.847	D	0.008	N	0.847	D	0.008	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.639	B	0.640	B	0.001	N	0.640	B	0.001	N
208	SEPULVEDA BL/PCH	ARTESIA BL	1.228	F	1.231	F	0.003	N	1.231	F	0.003	N
209	CENTINELA AV	VENICE BL	1.349	F	1.369	F	0.020	Y	1.254	F	-0.095	N
210	WASHINGTON BL	I-10 EB ON-RAMP	0.660	B	0.667	B	0.007	N	0.667	B	0.007	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.570	A	0.576	A	0.006	N	0.576	A	0.006	N
212	OVERLAND AV	PALMS BL	1.122	F	1.127	F	0.005	N	1.127	F	0.005	N
215	PLAYA VISTA DR	CULVER BL	0.522	A	0.526	A	0.004	N	0.526	A	0.004	N
216	PLAYA VISTA DR	B ST	0.362	A	0.368	A	0.006	N	0.368	A	0.006	N
217	PLAYA VISTA DR	JEFFERSON BL	0.743	C	0.770	C	0.027	N	0.770	C	0.027	N
218	PLAYA VISTA DR	BLUFF CREEK DR	0.455	A	0.510	A	0.055	N	0.510	A	0.055	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.465	A	N/A	N	0.465	A	N/A	N
220	12TH ST	BLUFF CREEK DR	0.403	A	0.515	A	0.112	N	0.515	A	0.112	N

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3F

INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 BASE

AM PEAK HOUR

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ARBOR VITAE I/S No: 20110

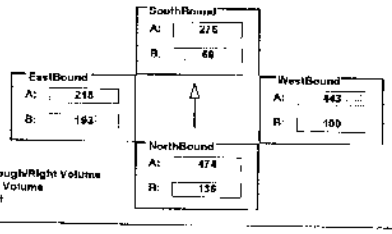
AM/PM: AM Comments: INT# 1

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	838	111	60	827	129	100	870	16	193	436	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	838	111	60	827	129	100	870	16	193	436	215
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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (474 + 60 + 443 + 193) / 1500 = 0.710 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

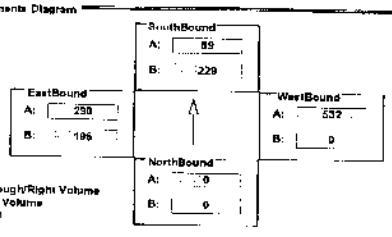
AM/PM: AM Comments: INT# 2

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	619	0	340	0	1338	847	358	1160	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	619	0	340	0	1338	847	358	1160	0
LANE	0	0	0	0	0	0	3	0	0	0	2	0
	0	0	0	4	0	0	1	0	7	0	4	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

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	F

Results

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

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

V/C = (0 + 229 + 532 + 196) / 1375 = 0.626 LOS = B

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

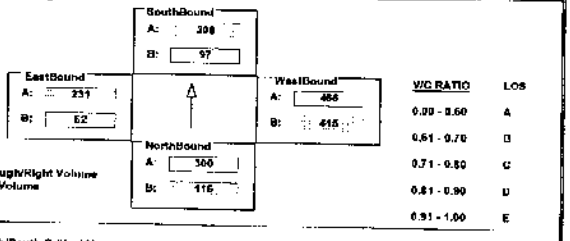
AM/PM: AM Comments: INT# 3

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	221	446	97	241	67	754	913	19	62	652	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	221	446	97	241	67	754	913	19	62	652	40
LANE	0	1	0	0	1	1	0	0	1	0	1	0
	0	1	0	1	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: O.L.A	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (116 + 308 + 415 + 231) / 1375 = 0.708 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

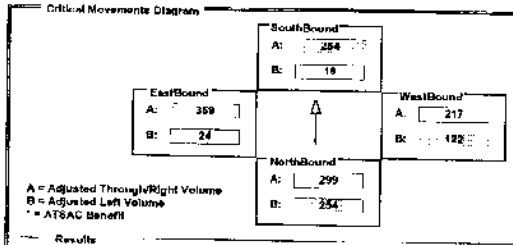
AM/PM: AM Comments: INT# 4

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	462	597	219	18	461	46	122	427	6	24	395	322
AMBIENT												
RELATED												
PROJECT												
TOTAL	462	597	219	18	461	46	122	427	6	24	395	322
LANE	2	0	2	0	0	1	0	1	0	1	0	0
	1	0	1	0	1	0	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



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 = (284 + 254 + 122 + 359) / 1375 = 0.649 LOS = B

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

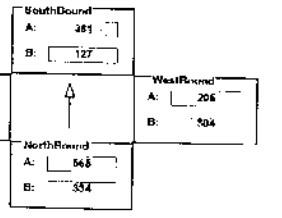
AM/PM: AM Comments: INT# 5

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	334	929	201	127	735	28	304	409	112	69	248	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	334	929	201	127	735	28	304	409	112	69	248	142
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 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



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 = (334 + 381 + 304 + 196) / 1500 = 0.809 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

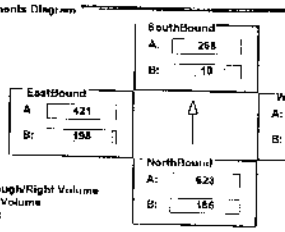
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	503	1205	40	18	635	170	86	1811	211	198	1380	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	503	1205	40	18	635	170	86	1811	211	198	1380	302
LANE	3 0 1	0 1 0		2 0 2	0 1 0		1 0 3	0 1 0		1 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



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 = (623 + 18 + 505 + 198) / 1375 = 0.902 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

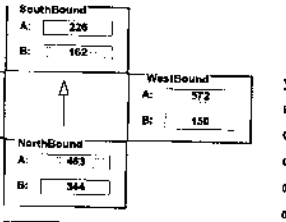
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	626	925	117	294	518	387	272	1716	691	238	447	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	626	925	117	294	518	387	272	1716	691	238	447	178
LANE	2 0 2	0 0 1	0	2 0 2	0 1	0	2 0 3	0 0 1	0	2 0 2	0 1	0 0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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 = (463 + 162 + 572 + 131) / 1375 = 0.856 LOS = D

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

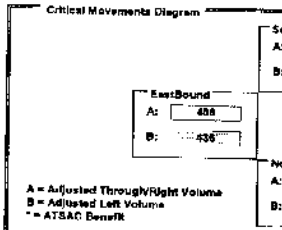
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	287	407	80	0	279	393	99	1078	8	436	815	310
AMBIENT												
RELATED												
PROJECT												
TOTAL	287	407	80	0	279	393	99	1078	8	436	815	310
LANE	1 0 1	0 1 0		0 0 2	0 1 0		1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (287 + 175 + 539 + 436) / 1375 = 1.048 LOS = F

Developed by Chun Wong, 1/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

AM/PM: AM Comments: INT# 9

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	1275	687	134	973	321	652	1542	466	152	1283	334
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1275	687	134	973	321	652	1542	466	152	1283	334
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	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: 279 B: 74

EastBound A: 404 B: 68

WestBound A: 502 B: 359

NorthBound A: 508 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 = (508 + 74 + 359 + 404) / 1375 = 0.978 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20449

AM/PM: AM Comments: INT# 10

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	1902	44	22	2138	385	4	8	9	532	1	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1902	44	22	2138	385	4	8	9	532	1	204
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	0	1	0	0	1	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: 841 B: 22

EastBound A: 267 B: 267

WestBound A: 9 B: 4

NorthBound A: 649 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) + A(E/B)

V/C = (136 + 841 + 9 + 267) / 1375 = 0.841 LOS = D

-0.83 ATCS

0.811

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

AM/PM: AM Comments: INT# 11

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	50	993	95	172	1133	386	189	658	211	265	700	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	993	95	172	1133	386	189	658	211	265	700	23
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	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: 760 B: 172

EastBound A: 362 B: 265

WestBound A: 435 B: 189

NorthBound A: 497 B: 50

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 = (50 + 760 + 435 + 265) / 1500 = 0.937 LOS = E

-0.03

0.907 LOS-E

ATCS LOS-E

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

AM/PM: AM Comments: INT# 12

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	190	123	99	620	534	535	208	1237	533	325	808	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	123	99	620	534	535	208	1237	533	325	808	203
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	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA				

Critical Movements Diagram

SouthBound A: 358 B: 341

EastBound A: 259 B: 179

WestBound A: 412 B: 114

NorthBound A: 41 B: 108

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 = (108 + 358 + 412 + 179) / 1375 = 0.896 LOS = D

-0.03

0.865 ATCS

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

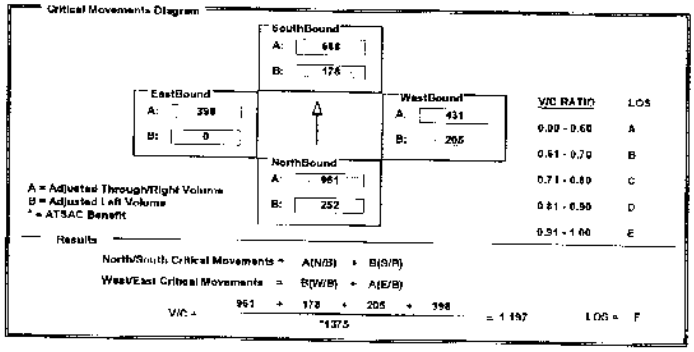
AM/PM: AM Comments: INT# 13

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	2828	56	178	2008	56	205	1293	219	0	1033	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	2828	56	178	2008	56	205	1293	219	0	1033	161
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-Flx	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (961 + 178 + 205 + 398) / 1375 = 1.197 LOS = F

Developed by : Chin Wang, 1284

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

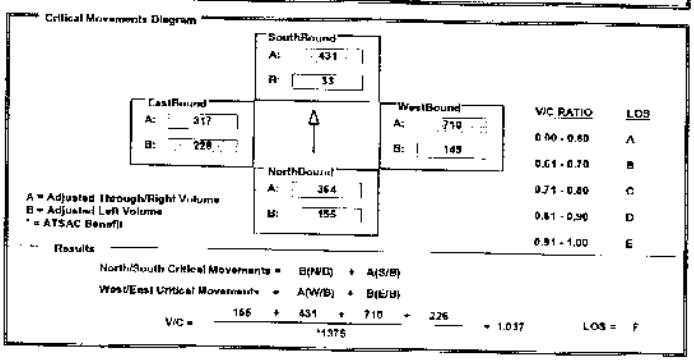
AM/PM: AM Comments: INT# 14

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	281	946	147	33	1120	173	284	1399	20	226	900	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	946	147	33	1120	173	284	1399	20	226	900	50
LANE	2 0 2 0 1 0			1 0 2 0 1 0			2 0 1 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



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 = (155 + 431 + 710 + 226) / 1375 = 1.037 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

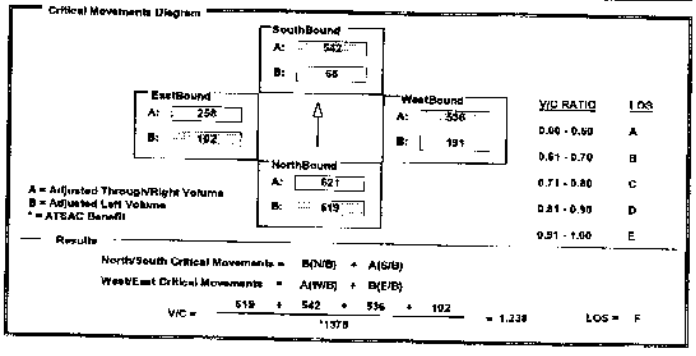
AM/PM: AM Comments: INT# 15

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	1126	1864	292	124	1826	122	348	883	189	102	774	879
AMBIENT												
RELATED												
PROJECT												
TOTAL	1126	1864	292	124	1826	122	348	883	189	102	774	879
LANE	2 0 3 0 1 0			2 0 3 0 1 0			2 0 1 0 1 0			1 0 3 0 2 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (519 + 542 + 536 + 102) / 1375 = 1.238 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

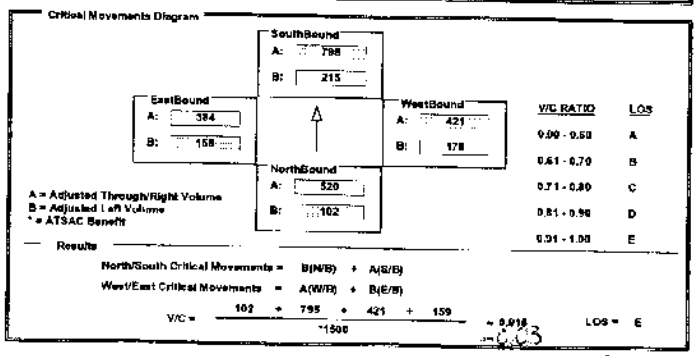
AM/PM: AM Comments: INT# 16

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	102	904	135	215	1590	104	178	670	171	159	657	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	904	135	215	1590	104	178	670	171	159	657	111
LANE	1 0 1 0 1 0			1 0 2 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



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 = (102 + 798 + 421 + 159) / 1500 = 0.913 = 0.863

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0.855 ATCS

LOS = D

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680

AM/PM: AM Comments: INT# 17

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	3628	74	0	3318	45	496	12	584	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3628	74	0	3318	45	496	12	584	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		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 830 B: 0
EastBound A: 0 B: 0
WestBound A: 521 B: 254
NorthBound A: 907 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 = (907 + 0 + 321 + 0) / *1500 = 0.749 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: AM Comments: INT# 18

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	2027	574	14	1380	0	878	0	14	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2027	574	14	1380	0	878	0	14	0	0	0
LANE	0 0 1 0 1 1 0			0 0 1 1 0 0 0			2 0 0 0 1 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 732 B: 14
EastBound A: 0 B: 0
WestBound A: 14 B: 483
NorthBound A: 1014 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 = (1014 + 14 + 483 + 0) / *1500 = 0.937 LOS = E

2003

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CACI ATCS

LOS - E

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20390

AM/PM: AM Comments: INT# 19

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	965	1249	421	2016	0	0	0	0	72	0	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	965	1249	421	2016	0	0	0	0	72	0	192
LANE	0 0 2 0 0 2 0			1 0 3 0 0 0 0			0 0 0 0 0 0 0			1 1 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 672 B: 421
EastBound A: 192 B: 72
WestBound A: 0 B: 0
NorthBound A: 687 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 = (687 + 421 + 0 + 192) / *1500 = 0.797 LOS = C

2003

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0.767 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

AM/PM: AM Comments: INT# 20

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	196	843	0	0	1098	76	744	568	55	133	0	598
AMBIENT												
RELATED												
PROJECT												
TOTAL	196	843	0	0	1098	76	744	568	55	133	0	598
LANE	1 0 2 0 0 0 0			0 0 2 0 1 0 0			1 1 0 0 1 0 0			1 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 591 B: 0
EastBound A: 598 B: 133
WestBound A: 456 B: 456
NorthBound A: 422 B: 196

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 = (196 + 591 + 456 + 598) / *1425 = 1.082 LOS = F

2003

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1.052 ATCS

LOS = F

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99226

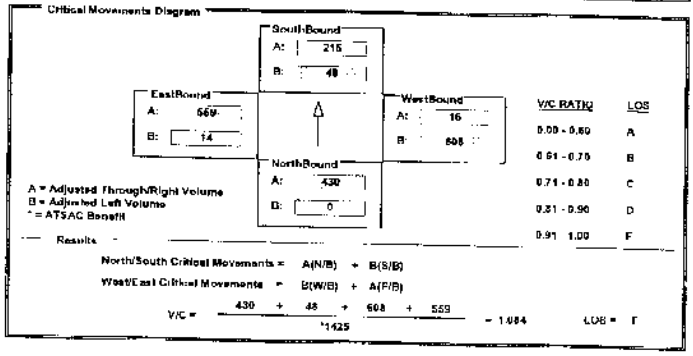
AM/PM: AM Comments: INT# 21

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	859	995	48	431	0	1106	0	16	14	257	288
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	859	995	48	431	0	1106	0	16	14	257	288
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (430 + 48 + 608 + 559) / 1425 = 1.084 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

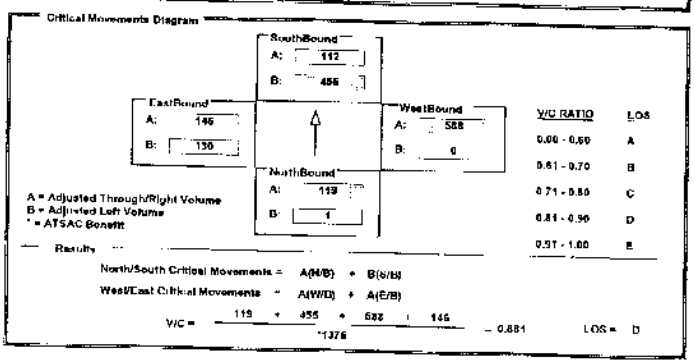
AM/PM: AM Comments: INT# 22

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	231	5	1230	75	37	3	17	1159	130	16	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	231	5	1230	75	37	3	17	1159	130	16	0
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (119 + 456 + 588 + 146) / 1376 = 0.881 LOS = D

Developed by Chun Wong, 12-04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

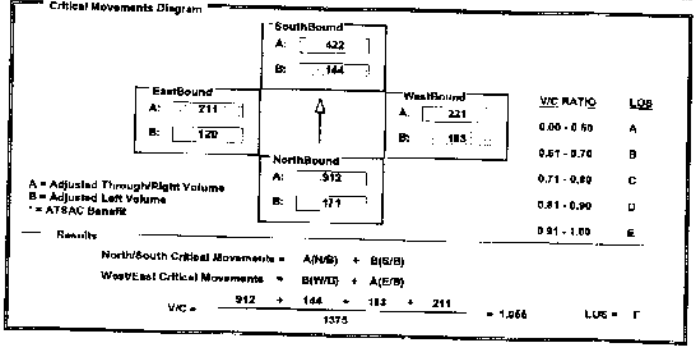
AM/PM: AM Comments: INT# 23

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	311	2737	412	262	1686	194	183	442	200	126	234	297
AMBIENT												
RELATED												
PROJECT												
TOTAL	311	2737	412	262	1686	194	183	442	200	126	234	297
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0	1	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



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 = (312 + 144 + 183 + 211) / 1375 = 1.066 LOS = F

Developed by Chun Wong, 12-04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

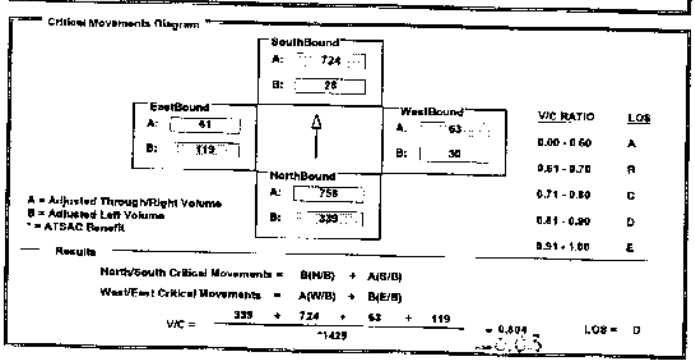
AM/PM: AM Comments: INT# 24

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	2273	39	28	2074	98	30	36	27	119	61	883
AMBIENT												
RELATED												
PROJECT												
TOTAL	617	2273	39	28	2074	98	30	36	27	119	61	883
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	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



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 = (339 + 724 + 63 + 119) / 1429 = 0.804 LOS = D

Developed by Chun Wong, 12-04

0.774 ATCS

ICS-N

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: AM Comments: INT# 25

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	11	1195	95	381	842	30	35	10	767	213	58	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	1195	95	381	842	30	35	10	767	213	58	24
LANE	1 0 1	0 1 0		1 0 0	1 0 0		1 0 0	1 0 0		0 0 1	0 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: 872 B: 381

EastBound A: 295 B: 213

WestBound A: 576 B: 35

NorthBound A: 645 B: 11

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 = (645 + 381 + 576 + 213) / 1375 = 1.320 LOS = F

Developed by Chen Wang, 12-96

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

AM/PM: AM Comments: INT# 26

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	2975	1029	371	2221	0	1108	0	251	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2975	1029	371	2221	0	1108	0	251	0	0	0
LANE	0 0 4	0 0 1		0 2 3	0 0 0		3 0 0	0 0 1		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Flt	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 740 B: 294

EastBound A: 0 B: 0

WestBound A: 47 B: 410

NorthBound A: 744 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 = (744 + 294 + 410 + 0) / 1425 = 0.883 LOS = D

Developed by Chen Wang, 12-96

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: AM Comments: INT# 27

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	3	0	2	1130	10	163	16	361	1433	565	889	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	2	1130	10	163	16	361	1433	565	889	5
LANE	0 0 0	1 0 0		1 0 1	0 1 0		1 0 2	0 0 1	0	2 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 576 B: 579

EastBound A: 447 B: 311

WestBound A: 863 B: 16

NorthBound A: 5 B: 3

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 = (5 + 579 + 863 + 311) / 1375 = 1.302 LOS = F

Developed by Chen Wang, 12-96

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: AM Comments: INT# 28

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	222	2363	589	230	2766	25	327	171	388	312	342	321
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	2363	589	230	2766	25	327	171	388	312	342	321
LANE	1 0 3	0 0 1	0	2 0 3	0 1 0		0 2 0	0 1 0		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: 698 B: 127

EastBound A: 216 B: 172

WestBound A: 325 B: 180

NorthBound A: 765 B: 222

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 = (222 + 698 + 325 + 172) / 1375 = 0.961 LOS = E

Developed by Chen Wang, 12-96

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL | W/E: WASHINGTON BL | I/S No: 98234

AM/PM: AM | Comments: INT# 29

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	188	480	149	194	539	205	176	785	119	101	729	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	480	149	194	539	205	176	785	119	101	729	130
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 0 1	0	1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 539 B: 194

EastBound A: 430 B: 101

WestBound A: 393 B: 176

NorthBound A: 480 B: 188

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 = (188 + 539 + 176 + 430) / 1425 = 0.855 LOS = D

0.795 ATCS

Developed by: Jun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS | W/E: JEFFERSON BL | I/S No: 19870

AM/PM: AM | Comments: INT# 30

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	7	171	0	0	0	338	1024	583	205	963	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	7	171	0	0	0	338	1024	583	205	963	0
LANE	1 0 0	1 0 0		0 0 0	0 0 0		0 0 2	0 0 1	0	1 0 3	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 321 B: 205

WestBound A: 583 B:

NorthBound A: 179 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) + A(S/B)

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

V/C = (179 + 0 + 583 + 205) / 1266* = 0.735 LOS = C

0.705 ATCS

Developed by: Jun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS | W/E: JEFFERSON BL | I/S No: 19859

AM/PM: AM | Comments: INT# 31

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	151	0	600	338	1198	0	205	810	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	151	0	600	338	1198	0	205	810	174
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
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 300 B: 151

EastBound A: 278 B:

WestBound A: 599 B: 186

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 = (0 + 300 + 599 + 0) / 1266* = 0.879 LOS = B

0.649 ATCS

Developed by: Jun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: JEFFERSON BL | I/S No: 99152

AM/PM: AM | Comments: INT# 32

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	146	2596	357	157	2109	526	231	944	138	327	574	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	2596	357	157	2109	526	231	944	138	327	574	138
LANE	1 0 2	0 1 0		1 0 3	0 0 1	0	2 0 2	0 0 1	0	2 0 1	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 703 B: 157

EastBound A: 359 B: 180

WestBound A: 472 B: 127

NorthBound A: 984 B: 146

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)

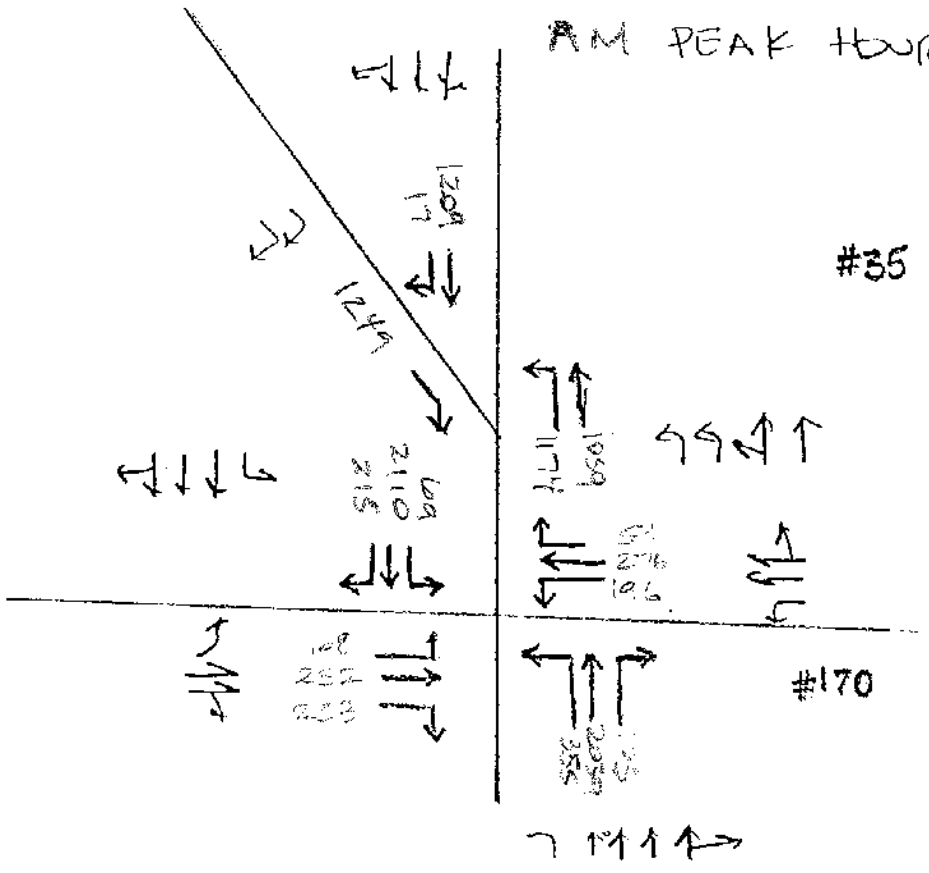
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (984 + 157 + 472 + 356) / 1429 = 1.312 LOS = F

Developed by: Jun Wang, 1994

#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 BASE
AM PEAK HOUR



① 1249/2 = 625 OR 1179/3 = 393 OR (355) OR (209 + 145)/4 = 536

② 625 OR 393 OR (210 + 215)/3 = 775 OR 536
- 409
- 69
297

③ (1209 + 17)/3 = (409) OR 775 OR 536

④ 393 OR (69) OR 775

⑤ 391 OR (1961 − (252+233)/2) = (449) OR (108 + (276 + 51)/2) = 273

CRITICAL VOLUMES = 355 + 297 + 409 + 69 + 449 = 1579

V/C = (1579 / 1375) − 0.07 ATSAC = 1.078 LOS F

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

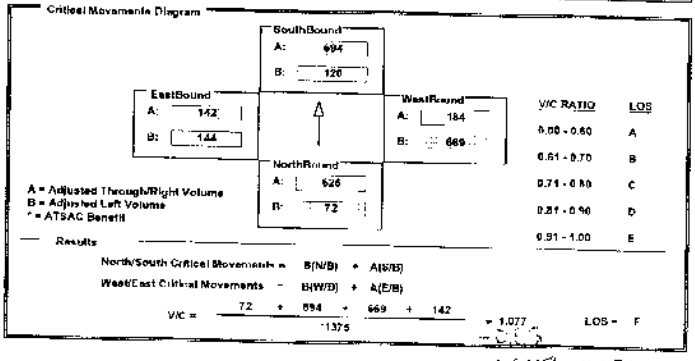
AM/PM: AM Comments: INT# 33

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	72	2499	594	219	2338	439	1217	368	333	144	336	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	2499	594	219	2338	439	1217	368	333	144	336	89
LANE	1 0 3 0	1 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: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (72 + 694 + 669 + 142) / 1375 = 1.077 LOS = F

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

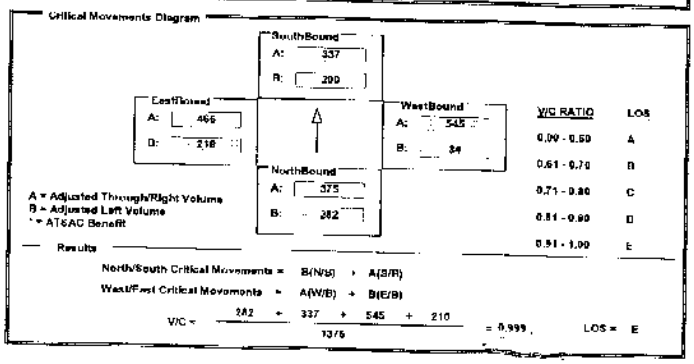
AM/PM: AM Comments: INT# 34

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	513	717	32	363	673	312	61	1089	375	382	932	435
AMBIENT												
RELATED												
PROJECT												
TOTAL	513	717	32	363	673	312	61	1089	375	382	932	435
LANE	2 0 1 0	1 0 0		2 0 2 0	1 0		2 0 2 0	0 1 0		2 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: Auto	

Critical Movements Diagram



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 = (282 + 337 + 545 + 210) / 1375 = 0.999 LOS = E

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

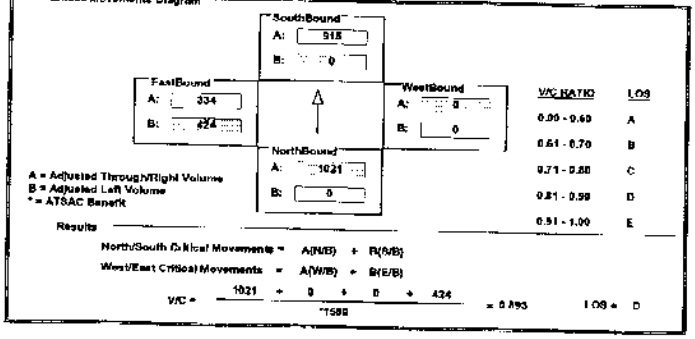
AM/PM: AM Comments: INT# 36

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	2974	89	0	2336	1324	0	0	0	1147	320	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2974	89	0	2336	1324	0	0	0	1147	320	14
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 1	0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (1021 + 0 + 0 + 424) / 1588 = 0.693 LOS = D

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL | W/E: RODEO RD | I/S No: 99160

AM/PM: AM | Comments: INT# 37

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	498	2717	149	203	2186	62	297	818	338	122	674	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	498	2717	149	203	2186	62	297	818	338	122	674	221
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 749 B: 112

EastBound A: 337 B: 122

WestBound A: 405 B: 297

NorthBound A: 955 B: 274

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 = (955 + 112 + 297 + 337) / 1375 = 1.167 LOS = F

Developed by Chun Wong 12-94

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N | W/E: SLAUSON AV | I/S No: 99192

AM/PM: AM | Comments: INT# 38

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	838	13	126	0	0	0	0	1986	150	559	1414	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	838	13	126	0	0	0	0	1986	150	559	1414	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	3	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 471 B: 307

WestBound A: 497 B: 0

NorthBound A: 489 B: 484

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 = (489 + 0 + 497 + 307) / 1425 = 0.907 LOS = E

2010AM

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S | W/E: SLAUSON AV | I/S No: 99194

AM/PM: AM | Comments: INT# 39

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	132	1	569	375	2448	0	0	1850	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	132	1	569	375	2448	0	0	1850	140
LANE	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	3	0	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 313 B: 132

EastBound A: 398 B: 0

WestBound A: 816 B: 376

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 = (0 + 313 + 816 + 0) / 1425 = 0.792 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS | W/E: LA TIJERA BL | I/S No: 20030

AM/PM: AM | Comments: INT# 40

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	146	3	172	0	0	0	238	1274	359	335	1256	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	3	172	0	0	0	238	1274	359	335	1256	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
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 419 B: 184

WestBound A: 544 B: 0

NorthBound A: 172 B: 146

238

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 = (172 + 0 + 544 + 184) / 1200* = 0.840 LOS = B

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

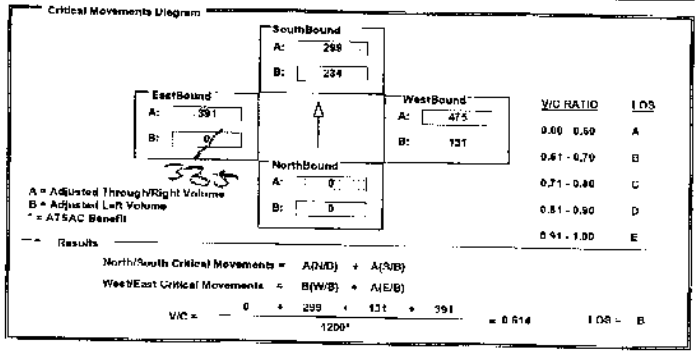
AM/PM: AM Comments: INT# 41

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	234	0	363	238	1425	0	335	1026	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	234	0	363	238	1425	0	335	1026	147
LANE	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		
SIGNAL	Phasing: <none> RTOR: <none>			Phasing: Split RTOR: <none>			Phasing: Prot-Fix RTOR: <none>			Phasing: Perm RTOR: Auto		

Critical Movements Diagram



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 = (0 + 299 + 131 + 391) / 1200* = 0.814 LOS = B

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

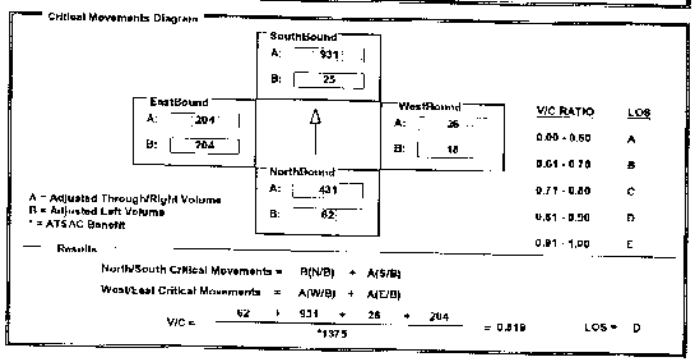
AM/PM: AM Comments: INT# 42

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	112	1707	17	25	2661	132	18	4	4	407	0	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	1707	17	25	2661	132	18	4	4	407	0	81
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		
SIGNAL	Phasing: Prot-Fix RTOR: Auto			Phasing: Prot-Fix RTOR: Auto			Phasing: Split RTOR: Auto			Phasing: Split RTOR: Auto		

Critical Movements Diagram



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 = (62 + 931 + 26 + 264) / *1375 = 0.819 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

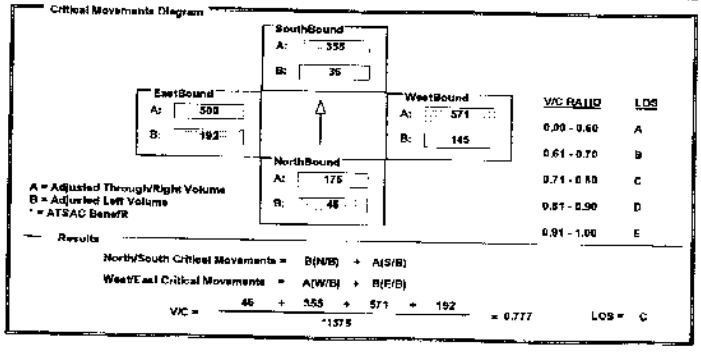
AM/PM: AM Comments: INT# 43

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	351	122	38	476	451	145	1141	27	192	1000	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	351	122	38	476	451	145	1141	27	192	1000	8
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		
SIGNAL	Phasing: Perm RTOR: Auto			Phasing: Perm RTOR: Auto			Phasing: Prot-Var RTOR: Auto			Phasing: Prot-Var RTOR: Auto		

Critical Movements Diagram



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 = (48 + 355 + 571 + 192) / *1375 = 0.777 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

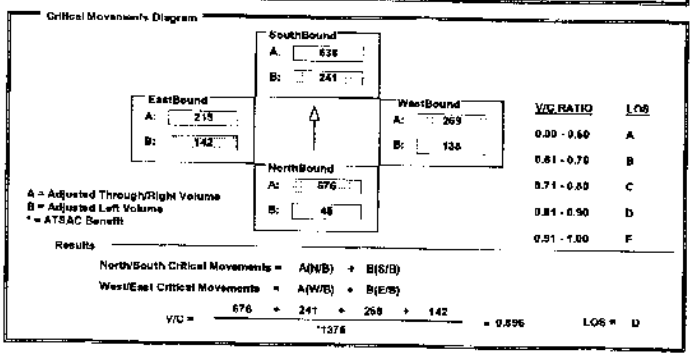
AM/PM: AM Comments: INT# 44

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	45	2027	111	241	1913	110	251	352	186	142	335	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	2027	111	241	1913	110	251	352	186	142	335	95
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Fix RTOR: Auto			Phasing: Prot-Fix RTOR: Auto			Phasing: Prot-Fix RTOR: Auto			Phasing: Perm RTOR: Auto		

Critical Movements Diagram



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	F

Results

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

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

V/C = (676 + 241 + 269 + 142) / *1376 = 0.896 LOS = D

Developed by Chen Wong, 1294

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

AM/PM: AM Comments: INT# 45

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	13	2845	59	209	3938	136	82	56	403	371	69	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	2845	59	209	3938	136	82	56	403	371	69	36
LANE	1 0 3 0	1 0 0		1 0 2 0	1 0 0		1 0 1 0	0 0		1 0 0 0	1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1358 B: 209

EastBound A: 186 B: 371

WestBound A: 298 B: 82

NorthBound A: 726 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 = B(N/B) + A(S/B)

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

V/C = (15 + 1358 + 298 + 371) / *1375 = 1.414 LOS = F

Developed by Chun Wong, 1-04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: AM Comments: INT# 46

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	121	1772	157	532	2695	513	229	590	691	476	626	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1772	157	532	2695	513	229	590	691	476	626	165
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-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: OLA		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1069 B: 532

EastBound A: 313 B: 476

WestBound A: 295 B: 229

NorthBound A: 482 B: 121

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 = (121 + 1069 + 295 + 476) / *1375 = 1.356 LOS = F

Developed by Chun Wong, 1-04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: AM Comments: INT# 47

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	2220	233	935	2214	0	337	0	992	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2220	233	935	2214	0	337	0	992	0	0	0
LANE	0 0 2 0	1 0 0		2 0 3 0	0 0 0		2 0 0 0	2 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Flx	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 738 B: 514

EastBound A: 0 B: 0

WestBound A: 289 B: 185

NorthBound A: 818 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 = (818 + 514 + 289 + 0) / *1425 = 1.063 LOS = F

1.03% ATCS

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

AM/PM: AM Comments: INT# 48

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	199	2571	260	163	2502	54	442	24	137	162	119	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2571	260	163	2502	54	442	24	137	162	119	164
LANE	2 0 3 0	1 0		2 0 3 0	1 0		1 1 0	0 0		1 0 1 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: 639 B: 98

EastBound A: 113 B: 162

WestBound A: 233 B: 233

NorthBound A: 857 B: 109

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 = (857 + 98 + 233 + 162) / *1375 = 0.896 LOS = E

0.81% ATCS

LOS = D

Developed by Chun Wong, 1-04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

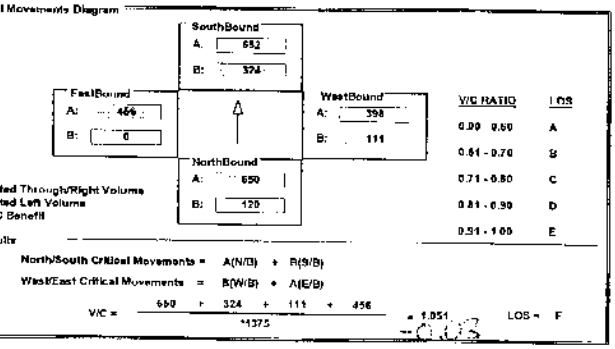
AM/PM: AM Comments: INT# 48

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	120	1951	351	324	1853	103	202	624	171	0	828	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1951	351	324	1853	103	202	624	171	0	828	83
LANE	1 0 3	0 0 1	0	1 0 2	0 1 0	0	2 0 1	0 1	0 0	0	0 1 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



Results

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

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

V/C = (650 + 324 + 111 + 456) / *1375 = 1.051 LOS = F

-0.03

1.021 ATCS

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20880

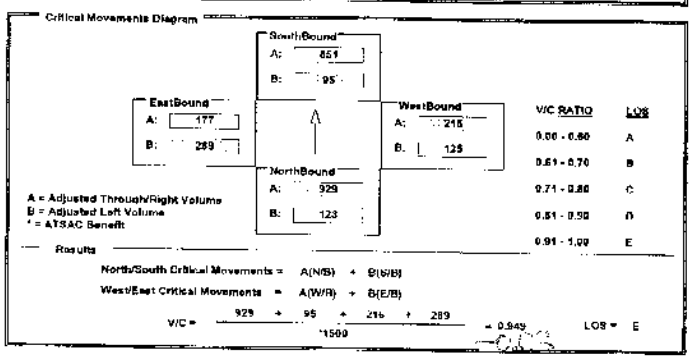
AM/PM: AM Comments: INT# 50

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	1824	34	95	1702	150	125	211	216	289	253	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1824	34	95	1702	150	125	211	216	289	253	101
LANE	1 0 1	0 1 0	0	1 0 2	0 1 0	0	1 0 1	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



Results

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

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

V/C = (929 + 95 + 216 + 289) / *1500 = 0.949 LOS = E

-0.03

0.919 ATCS

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

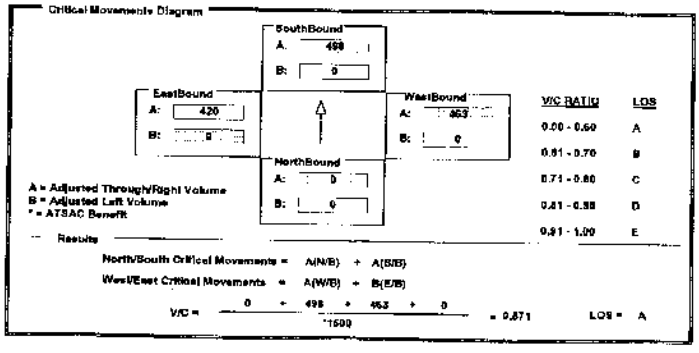
AM/PM: AM Comments: INT# 51

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	1993	0	0	1850	1013	0	1681	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1993	0	0	1850	1913	0	1681	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 4	0 0	0	0 0 4	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



Results

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

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

V/C = (0 + 498 + 463 + 0) / *1500 = 0.871 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

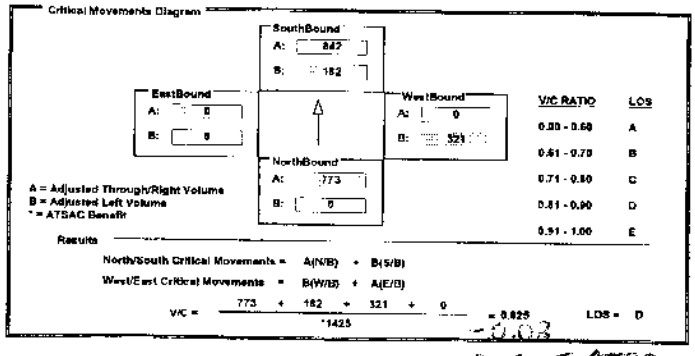
AM/PM: AM Comments: INT# 52

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	3092	469	330	3367	0	867	0	73	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3092	469	330	3367	0	867	0	73	0	0	0
LANE	0 0 4	0 1 0		2 0 4	0 0 0	0	2 0 0	0 1	1	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



Results

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

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

V/C = (773 + 182 + 321 + 0) / *1425 = 0.825 LOS = D

-0.03

0.795 ATCS

LOS = C

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July 16, 2003, Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20700

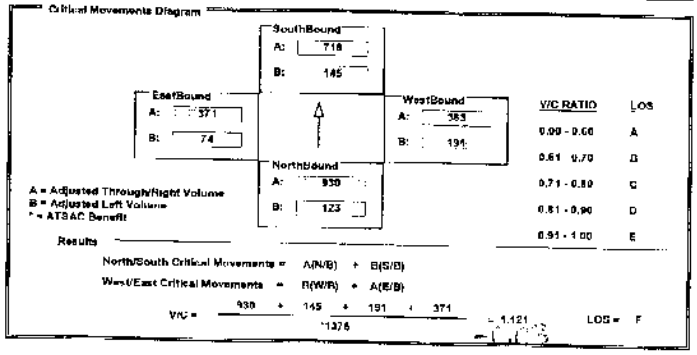
AM/PM: AM Comments: INT# 53

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	1671	189	264	1384	51	347	725	341	134	1113	202
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	1671	189	264	1384	51	347	725	341	134	1113	202
LANE	2 0 1	0 1	0 0	2 0 1	1 0	0 0	2 0 2	0 0	1 0	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



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 = (930 + 145 + 191 + 371) / 1375 = 1.121 LOS = F

1.09 ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

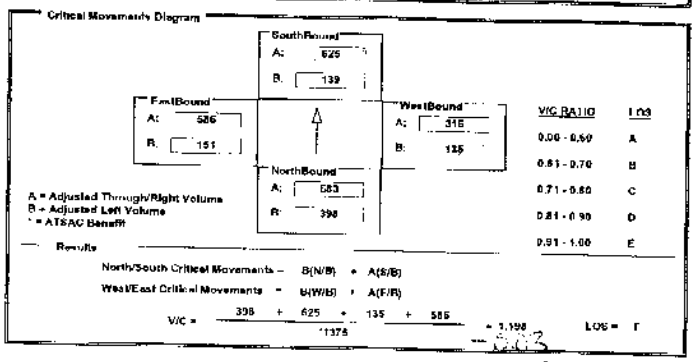
AM/PM: AM Comments: INT# 54

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	724	1735	314	252	1698	178	245	631	167	275	1172	557
AMBIENT												
RELATED												
PROJECT												
TOTAL	724	1735	314	252	1698	178	245	631	167	275	1172	557
LANE	2 0 2	0 1	0 0	2 0 2	0 1	0 0	2 0 2	0 1	0 0	2 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: Auto				

Critical Movements Diagram



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 = (398 + 625 + 135 + 585) / 1375 = 1.198 LOS = F

1.163 ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20060

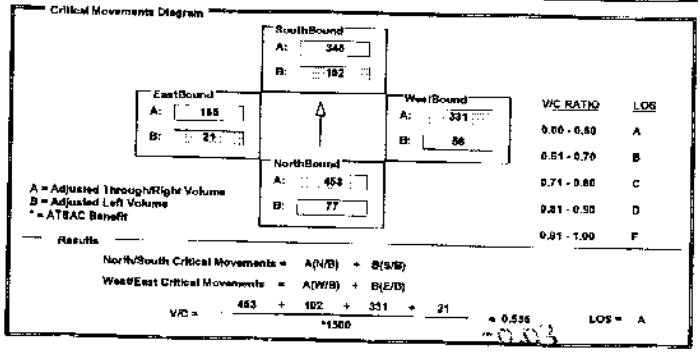
AM/PM: AM Comments: INT# 55

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	77	831	75	102	337	11	56	148	127	21	139	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	831	75	102	337	11	56	148	127	21	139	25
LANE	1 0 1	0 1	0 0	1 0 0	1 0	0 0	1 0 0	1 0	0 0	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



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	F

Results

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

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

V/C = (463 + 102 + 331 + 21) / 1500 = 0.536 LOS = A

0.505 ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20360

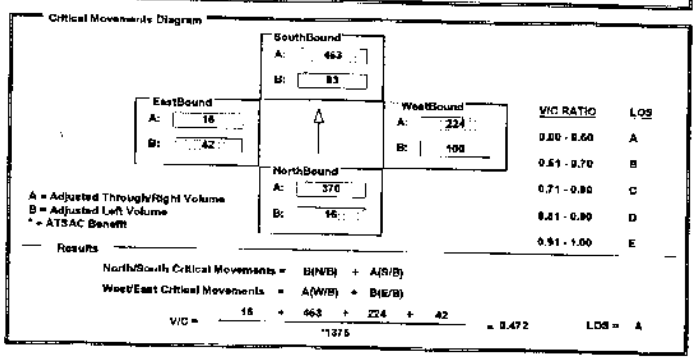
AM/PM: AM Comments: INT# 56

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	739	182	83	876	50	100	23	268	42	24	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	739	182	83	876	50	100	23	268	42	24	8
LANE	1 0 2	0 1	0	1 0 1	0 1	0 0	1 0 1	0 0	1 0	1 0 1	0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (16 + 463 + 224 + 42) / 1375 = 0.472 LOS = A

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July 16, 2003, Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

AM/PM: AM Comments: INT# 57

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	213	2162	93	380	2037	547	68	1132	368	134	784	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	2162	93	380	2037	547	68	1132	368	134	784	91
LANE	1	0	3	0	1	0	0	2	0	3	0	0	1	0	1	0	2	0	0	1	0	0	2	0	2	0	0	1	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: 679 B: 209

EastBound A: 392 B: 74

WestBound A: 499 B: 68

NorthBound A: 964 B: 213

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 = (213 + 679 + 499 + 74) / 1375 = 0.995 LOS = E

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July 16, 2003, Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

AM/PM: AM Comments: INT# 58

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	2822	193	430	2449	104	105	87	208	137	208	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	2822	193	430	2449	104	105	87	208	137	208	65
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 638 B: 237

EastBound A: 273 B: 137

WestBound A: 90 B: 105

NorthBound A: 706 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 = B(W/B) + A(E/B)

V/C = (706 + 237 + 105 + 273) / 1425 = 0.927 LOS = E

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July 16, 2003, Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

AM/PM: AM Comments: INT# 59

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	1018	563	230	767	0	269	0	33	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1018	563	230	767	0	269	0	33	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 384 B: 230

EastBound A: 0 B: 0

WestBound A: 0 B: 107

NorthBound A: 509 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 = (509 + 230 + 107 + 0) / 1425 = 0.524 LOS = A

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July 16, 2003, Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

AM/PM: AM Comments: INT# 60

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	135	1612	331	58	1992	742	260	354	243	429	300	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1612	331	58	1992	742	260	354	243	429	300	14
LANE	1	0	2	0	1	0	0	1	0	2	0	1	1	0	2	0	1	0	0	2	0	2	0	1	0	1	0	0	2	0	1	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: 664 B: 69

EastBound A: 157 B: 236

WestBound A: 243 B: 143

NorthBound A: 648 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 = (135 + 664 + 243 + 236) / 1375 = 0.875 LOS = D

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99128

AM/PM: AM Comments: INT# 61

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	110	2862	620	610	1588	116	168	435	414	215	549	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	2862	620	610	1588	116	168	435	414	215	549	76
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: Auto			Phasing: Prot-Var	RTOR: Auto			Phasing: Prot-Var	RTOR: Auto			Phasing: Prot-Var	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 523 B: 336

EastBound A: 183 B: 118

WestBound A: 246 B: 92

NorthBound A: 716 B: 61

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 = (716 + 336 + 246 + 118) / 1375 = 1.038 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

AM/PM: AM Comments: INT# 62

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	535	176	190	1269	418	341	1624	207	183	1720	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	535	176	190	1269	418	341	1624	207	183	1720	45
LANE	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto			Phasing: Prot-Fix	RTOR: Auto			Phasing: Prot-Fix	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 844 B: 190

EastBound A: 573 B: 183

WestBound A: 841 B: 341

NorthBound A: 515 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 = D(N/B) + A(S/B)

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

V/C = (53 + 844 + 341 + 573) / *1425 = 1.201 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

AM/PM: AM Comments: INT# 63

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	3091	0	0	0	0	0	0	1998	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3091	0	0	0	0	0	0	1998	0	0	0
LANE	0	0	3	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
SIGNAL	Phasing: Perm	RTOR: <none>			Phasing: <none>	RTOR: <none>			Phasing: Perm	RTOR: Auto			Phasing: <none>	RTOR: <none>		

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 739 B: 0

NorthBound A: 1030 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 = (1030 + 0 + 739 + 0) / 1500 = 1.179 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 7TH ST/6TH ST I/S No: 19860

AM/PM: AM Comments: INT# 64

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	2850	14	35	2917	310	47	85	238	696	92	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	2850	14	35	2917	310	47	85	238	696	92	80
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	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: 972 B: 35

EastBound A: 92 B: 383

WestBound A: 238 B: 47

NorthBound A: 888 B: 31

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 = (31 + 972 + 238 + 383) / *1425 = 1.078 LOS = F

Developed by Chun Wong 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 98258

AM/PM: AM Comments: INT# 65

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	468	1884	101	221	1960	36	302	313	174	20	415	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	468	1884	101	221	1960	36	302	313	174	20	415	60
LANE	2 0 2	0 1 0		2 0 1	0 1 0		2 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: 998 B: 122

EastBound A: 208 B: 28

WestBound A: 157 B: 166

NorthBound A: 662 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 = B(W/B) + A(E/B)

V/C = (257 + 998 + 166 + 208) / *1375 = 1.115 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99177

AM/PM: AM Comments: INT# 66

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	191	1540	244	152	1266	248	252	1688	209	231	1480	432
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	1540	244	152	1266	248	252	1688	209	231	1480	432
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 3	0 0 1	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 633 B: 152

EastBound A: 455 B: 231

WestBound A: 563 B: 252

NorthBound A: 770 B: 191

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 = (770 + 152 + 563 + 231) / *1425 = 1.134 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

AM/PM: AM Comments: INT# 67

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	1751	1264	0	1406	20	1622	28	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1751	1264	0	1406	20	1622	28	13	0	0	0
LANE	1 0 2	0 0 2	0	0 0 2	0 0 1	0	2 0 0	0 1 0	0	0 0 0	0 0 0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 475 B: 0

EastBound A: 0 B: 0

WestBound A: 41 B: 892

NorthBound A: 676 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 = (676 + 0 + 892 + 0) / *1500 = 1.109 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

AM/PM: AM Comments: INT# 68

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	84	690	48	130	984	210	25	129	137	111	36	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	690	48	130	984	210	25	129	137	111	36	21
LANE	1 0 2	0 0 1	0	1 0 3	0 0 1	0	1 0 1	0 0 1	0	2 0 1	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 528 B: 130

EastBound A: 35 B: 61

WestBound A: 137 B: 25

NorthBound A: 345 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 = (345 + 130 + 137 + 61) / *1375 = 0.419 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

AM/PM: AM Comments: INT# 69

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	175	0	236	217	0	114	117	1280	61	246	1016	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	0	236	217	0	114	117	1280	61	246	1016	65
LANE	1 0	1 0	1 0	2 0	0 0	1 0	1 0	3 0	1 0	1 0	3 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 57 B: 115

EastBound A: 270 B: 246

WestBound A: 427 B: 117

NorthBound A: 177 B: 175

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 = (177 + 119 + 427 + 246) / *1375 = 0.635 LOS = B

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CALC'S ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: AM Comments: INT# 70

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	45	0	59	0	1517	188	107	1378	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	45	0	59	0	1517	188	107	1378	0
LANE	0 0	0 0	0 0	1 0	0 0	0 1	0 0	2 0	1 0	1 0	3 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 59 B: 45

EastBound A: 459 B: 107

WestBound A: 568 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 = (0 + 59 + 568 + 107) / *1500 = 0.419 LOS = A

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(CALC'S ATCS)

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: AM Comments: INT# 71

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	425	41	344	244	9	34	84	484	17	132	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	425	41	344	244	9	34	84	484	17	132	7
LANE	1 0	1 0	1 0	1 0	0 0		1 0	1 0	1 0	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: 127 B: 344

EastBound A: 156 B: 17

WestBound A: 484 B: 34

NorthBound A: 233 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 = (233 + 344 + 484 + 17) / *1500 = 0.548 LOS = B

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0.009 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 05295

AM/PM: AM Comments: INT# 72

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	585	1562	214	135	1050	419	297	633	59	114	589	608
AMBIENT												
RELATED												
PROJECT												
TOTAL	585	1562	214	135	1050	419	297	633	59	114	589	608
LANE	1 0	1 0	1 0	1 0	2 0	1 0	1 0	1 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 525 B: 135

EastBound A: 313 B: 114

WestBound A: 346 B: 297

NorthBound A: 888 B: 585

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 = (585 + 525 + 297 + 313) / *1425 = 1.137 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:45:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: AM Comments: INT# 73

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	787	190	442	1383	0	0	0	0	42	0	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	787	190	442	1383	0	0	0	0	42	0	277
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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 467 B: 243

EastBound A: 160 B: 42

WestBound A: 0 B: 0

NorthBound A: 326 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 = (326 + 243 + 0 + 160) / *1425 = 0.442 LOS = A

Developed by Chun Wong, 1998

0.442 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:45:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: AM Comments: INT# 74

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	679	0	0	1532	28	278	5	345	31	0	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	679	0	0	1532	28	278	5	345	31	0	46
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: 520 B: 0

EastBound A: 77 B: 31

WestBound A: 209 B: 209

NorthBound A: 276 B: 18

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(E/B)

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

V/C = (18 + 520 + 209 + 77) / *1425 = 0.568 LOS = A

Developed by Chun Wong, 1998

0.568 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:45:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: AM Comments: INT# 75

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	130	0	6	0	1763	298	0	1560	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	6	0	1763	298	0	1560	0
LANE	0 0 0	0 0 0	1 0	0 0 0	0 1		0 0 2	0 1	0 0	0 0 4	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 69 B: 69

EastBound A: 390 B: 0

WestBound A: 667 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 = (0 + 69 + 667 + 0) / *1500 = 0.454 LOS = A

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:45:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: AM Comments: INT# 76

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	63	312	52	150	14	758	957	89	74	1254	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	63	312	52	150	14	758	957	89	74	1254	7
LANE	1 0 2	0 1	0 1 0	0 1 0	1 0		2 0 2	0 1	0 0	1 0 3	0 1	0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 82 B: 52

EastBound A: 315 B: 74

WestBound A: 349 B: 417

NorthBound A: 32 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 = B(N/B) + A(S/B)

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

V/C = (36 + 82 + 417 + 315) / *1425 = 0.526 LOS = A

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0.496 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: AM Comments: INT# 77

COUNT DATE: STUDY DATE: GROWTH FACTOR:

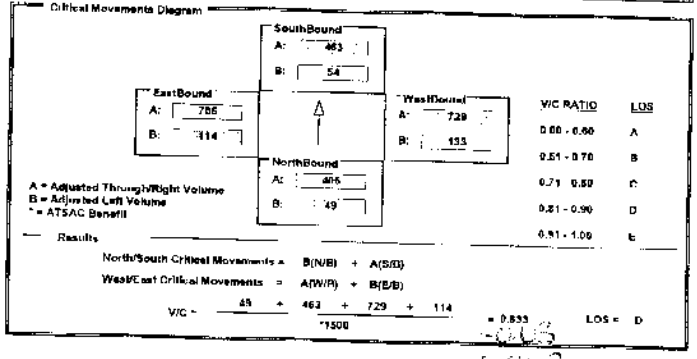
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	49	718	93	54	841	85	133	841	85	114	864	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	718	93	54	841	85	133	841	85	114	864	91

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 0 1 0 0 1 0 | 0 1 0 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (49 + 463 + 729 + 114) / *1500 = 0.833 LOS = D

0.803 ATCS

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

COUNT DATE: STUDY DATE: GROWTH FACTOR:

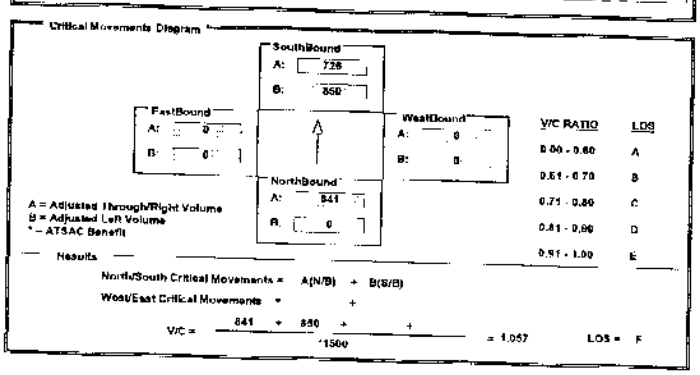
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1665	16	850	1452	0	27	0	1112	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1665	16	850	1452	0	27	0	1112	0	0	0

LANE: 1 0 1 0 1 0 | 1 0 2 0 0 0 | 0 0 0 0 1 0 | 0 0 0 0 0 0

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

Critical Movements Diagram



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 = +

V/C = (841 + 850 + +) / *1500 = 1.057 LOS = F

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: AM Comments: INT# 79

COUNT DATE: STUDY DATE: GROWTH FACTOR:

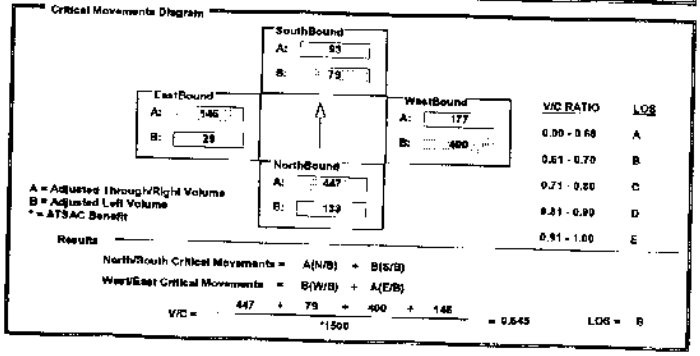
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	133	17	447	79	124	61	400	335	18	29	235	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	17	447	79	124	61	400	335	18	29	235	56

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (447 + 79 + 400 + 146) / *1500 = 0.845 LOS = B

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: AM Comments: INT# 80

COUNT DATE: STUDY DATE: GROWTH FACTOR:

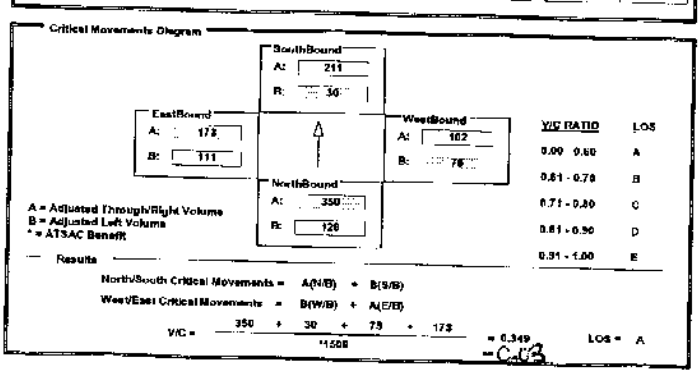
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	350	46	30	311	110	75	133	70	111	102	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	350	46	30	311	110	75	133	70	111	102	173

LANE: 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0 | 1 0 1 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (350 + 30 + 75 + 173) / *1500 = 0.349 LOS = A

0.319 ATCS

Developed by Chun Wang, 1994

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #831 McConnell / Jefferson [2010 Base AM]

****

Average Delay (sec/veh): 80.4 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	3 0	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	23	0	75	83	1340	0	0	1582	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	75	83	1340	0	0	1582	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	75	83	1340	0	0	1582	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	23	0	75	83	1340	0	0	1582	142
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2266	xxxx	598	1724	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	35	xxxx	450	372	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	29	xxxx	450	372	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	294.9	xxxx	14.6	17.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			80.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TR I/S No: 20253

AM/PM: AM Comments: INT# 81

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	3465	154	147	4137	0	44	0	43	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3465	154	147	4137	0	44	0	43	0	0	0
LANE	0 0	4 0	1 0	2 0	4 0	0 0	1 0	0 0	1 1	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: 1034 B: 61
EastBound A: 0 B: 0
WestBound A: 0 B: 29
NorthBound A: 866 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 = (0 + 1034 + 29 + 0) / 1425 = 0.676 LOS = B

0.676 ATCS

Developed by Chun Wong 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: AM Comments: INT# 82

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	730	306	3	87	833	105	58	1337	110	84	753	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	730	306	3	87	833	105	58	1337	110	84	753	0
LANE	2 1	0 0	1 0	0	2 0	0	1 0	2 0	0 1	0 0	2 0	1 0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 417 B: 87
EastBound A: 251 B: 84
WestBound A: 482 B: 58
NorthBound A: 260 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 = A(N/B) + A(S/B)

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

V/C = (260 + 417 + 482 + 84) / 1425 = 0.802 LOS = D

0.772 ATCS

LOS = C

Developed by Chun Wong 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: AM Comments: INT# 83

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	23	0	75	0	1582	142	83	1340	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	23	0	75	0	1582	142	83	1340	0
LANE	0 0	0 0	0	1 0	0 0	1 0	1 0	2 0	1 0	1 0	3 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 75 B: 23
EastBound A: 647 B: 84
WestBound A: 575 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 = (0 + 75 + 575 + 83) / 1500 = 0.489 LOS = A

Developed by Chun Wong 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: AM Comments: INT# 84

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	82	143	231	115	42	46	223	1429	75	39	770	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	143	231	115	42	46	223	1429	75	39	770	55
LANE	1 0	1 0	0 2	0	1 0	0 1	0 0	2 0	2 0	1 0	2 0	1 0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 68 B: 115
EastBound A: 275 B: 39
WestBound A: 501 B: 123
NorthBound A: 145 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 = (143 + 115 + 501 + 39) / 1425 = 0.490 LOS = A

0.46 ATCS

Developed by Chun Wong 12/94

2019AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: AM Comments: INT# 85

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	39	0	68	0	1688	207	133	1264	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	39	0	68	0	1688	207	133	1264	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 68 B: 39

EastBound A: 421 B: 133

WestBound A: 632 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 = (0 + 68 + 632 + 155) / 1600 = 0.485 LOS = A

Developed by Chun Wong, 1994

0.485 ATCS

2019AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

AM/PM: AM Comments: INT# 86

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	137	1960	0	0	2761	236	0	0	0	214	0	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1960	0	0	2761	236	0	0	0	214	0	91
LANE	1	0	4	0	0	0	0	0	2	0	1	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: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 999 B: 0

EastBound A: 91 B: 118

WestBound A: 0 B: 0

NorthBound A: 490 B: 137

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 = (137 + 999 + 0 + 118) / 1600 = 0.766 LOS = C

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2019AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

AM/PM: AM Comments: INT# 87

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	570	980	367	938	0	0	0	0	22	1126	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	570	980	367	938	0	0	0	0	22	1126	24
LANE	0	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 459 B: 202

EastBound A: 575 B: 22

WestBound A: 0 B: 9

NorthBound A: 617 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 = (517 + 202 + 0 + 575) / 1425 = 0.834 LOS = D

Developed by Chun Wong, 1994

2.308 ATCS

2019AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

AM/PM: AM Comments: INT# 88

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	11	572	0	0	978	77	329	1235	281	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	572	0	0	978	77	329	1235	281	0	0	0
LANE	0	1	1	0	0	0	0	0	3	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 326 B: 0

EastBound A: 0 B: 0

WestBound A: 618 B: 329

NorthBound A: 319 B: 11

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 = (11 + 326 + 618 + 0) / 1425 = 0.800 LOS = B

Developed by Chun Wong, 1994

0.57 ATCS

LOS = A

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

AM/PM: AM Comments: INT# 89

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	8	328	162	325	132	18	116	53	587	18	68	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	328	162	325	132	18	116	53	587	18	68	9

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 180 B: 325

EastBound A: 95 B: 18

WestBound A: 424 B: 116

NorthBound A: 336 B: 8

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 = (336 + 325 + 424 + 18) / *1425 = 0.704 LOS = C

EXIST ATSAC

LOS - B

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

AM/PM: AM Comments: INT# 90

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	452	0	0	0	224	990	0	0	1437	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	452	0	0	0	224	990	0	0	1437	230

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 719 B: 0

WestBound A: 495 B: 224

NorthBound A: 452 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 = (452 + 0 + 224 + 719) / 1500 = 0.930 LOS = E

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: AM Comments: INT# 91

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	2344	27	73	2879	181	36	111	116	93	58	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	2344	27	73	2879	181	36	111	116	93	58	87

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 960 B: 73

EastBound A: 87 B: 93

WestBound A: 732 B: 36

NorthBound A: 799 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 = B(N/B) + A(S/B)

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

V/C = (54 + 960 + 132 + 93) / *1500 = 0.756 LOS = C

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: AM Comments: INT# 92

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	2300	3	80	2808	37	18	101	54	119	59	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	2300	3	80	2808	37	18	101	54	119	59	92

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 948 B: 60

EastBound A: 92 B: 119

WestBound A: 155 B: 18

NorthBound A: 576 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 = B(N/B) + A(S/B)

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

V/C = (35 + 948 + 155 + 119) / *1500 = 0.756 LOS = C

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV | W/E: VENICE BL | I/S No: 70780

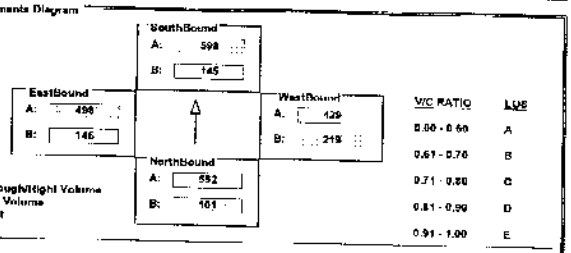
AM/PM: AM | Comments: INT# 93

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	367	84	145	419	34	219	1101	186	146	1424	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	367	84	145	419	34	219	1101	186	146	1424	70
LANE	0 0 0 1 0 0			0 0 0 1 0 0			1 0 2 0 1 0			1 0 2 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = D(N/B) + A(S/B)

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

V/C = (101 + 598 + 219 + 498) / 1500 = 0.874 LOS = D

1.34 ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/MA MARINA | W/E: WASHINGTON BL | I/S No: 92001

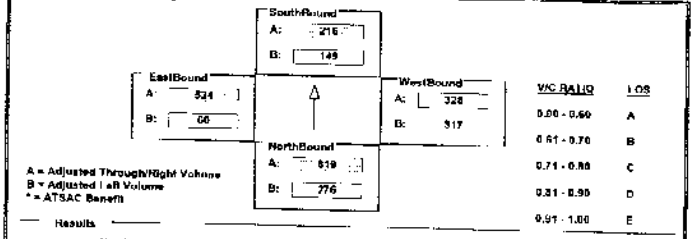
AM/PM: AM | Comments: INT# 94

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	501	406	819	149	179	37	317	576	80	60	735	312
AMBIENT												
RELATED												
PROJECT												
TOTAL	501	406	819	149	179	37	317	576	80	60	735	312
LANE	2 0 1 0 1 0			1 0 0 0 1 0			1 0 1 0 1 0			1 0 1 0 1 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (819 + 216 + 317 + 524) / 1425 = 1.246 LOS = F

1.21c ATCS

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY | W/E: SLAUSON AV | I/S No: 99214

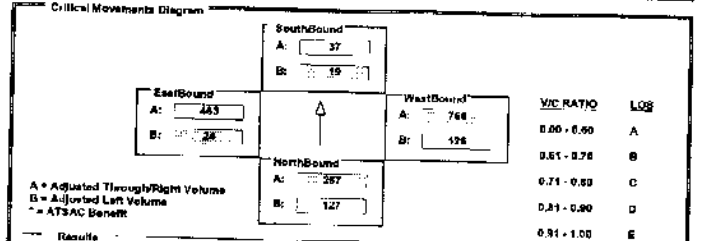
AM/PM: AM | Comments: INT# 95

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	230	0	533	19	7	11	229	2273	32	24	1388	311
AMBIENT												
RELATED												
PROJECT												
TOTAL	230	0	533	19	7	11	229	2273	32	24	1388	311
LANE	2 0 0 0 1 1 0			0 0 0 1 0 0			2 0 2 0 1 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (267 + 19 + 768 + 28) / 1500 = 0.715 LOS = C

2019AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY | W/E: CENTINELA AV | I/S No: 99212

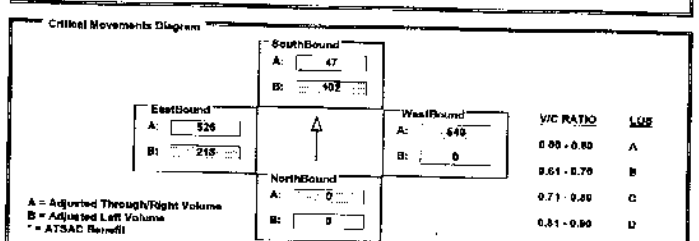
AM/PM: AM | Comments: INT# 96

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	186	0	155	0	1079	554	215	1052	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	186	0	155	0	1079	554	215	1052	0
LANE	0 0 0 0 0 0 0			2 0 0 0 1 0			0 0 2 0 0 1 0			1 0 2 0 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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 = (0 + 192 + 540 + 215) / 1425 = 0.691 LOS = B

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

AM/PM: AM Comments: INT# 97

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	128	17	425	23	8	24	437	2288	117	134	1265	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	17	425	23	8	24	437	2288	117	134	1265	88
LANE	1	0	0	0	1	0	1	0	0	1	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 15 B: 79

EastBound A: 422 B: 74

WestBound A: 802 B: 240

NorthBound A: 221 B: 128

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 = (221 + 23 + 802 + 74) / 1425 = 0.786 LOS = C

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2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

AM/PM: AM Comments: INT# 98

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	405	0	68	0	1546	539	55	1159	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	405	0	68	0	1546	539	55	1159	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 68 B: 223

EastBound A: 565 B: 55

WestBound A: 1043 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 = (0 + 223 + 1043 + 55) / 1500 = 0.861 LOS = D

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2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

AM/PM: AM Comments: INT# 99

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	63	1399	120	183	1638	316	208	639	263	313	800	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1399	120	183	1638	316	208	639	263	313	800	52
LANE	1	0	2	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	1	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: 819 B: 183

EastBound A: 426 B: 313

WestBound A: 320 B: 288

NorthBound A: 700 B: 63

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 = (700 + 183 + 208 + 426) / 1500 = 0.841 LOS = E

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CMP RTCS

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

AM/PM: AM Comments: INT# 100

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	218	766	202	174	850	161	229	1042	246	204	1007	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	766	202	174	850	161	229	1042	246	204	1007	177
LANE	2	0	1	0	1	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	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: 425 B: 95

EastBound A: 564 B: 204

WestBound A: 644 B: 229

NorthBound A: 484 B: 120

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 = (484 + 95 + 644 + 204) / 1375 = 0.969 LOS = E

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

AM/PM: AM Comments: INT# 101

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	242	803	69	316	1062	250	197	783	159	223	1061	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	803	69	316	1062	250	197	783	159	223	1061	100
LANE	2	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	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: Auto				

Critical Movements Diagram

SouthBound A: 531 B: 518

EastBound A: 531 B: 123

WestBound A: 314 B: 197

NorthBound A: 402 B: 133

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 = (402 + 518 + 197 + 531) / 1375 = 0.983 LOS = E

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

AM/PM: AM Comments: INT# 102

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	98	543	385	347	1040	136	56	916	71	41	1007	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	543	385	347	1040	136	56	916	71	41	1007	45
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0	0	1	0	2	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: 585 B: 347

EastBound A: 351 B: 41

WestBound A: 495 B: 56

NorthBound A: 464 B: 98

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 = (464 + 347 + 495 + 41) / 1375 = 0.910 LOS = E

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

AM/PM: AM Comments: INT# 103

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	124	36	241	82	42	31	359	947	114	24	1120	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	36	241	82	42	31	359	947	114	24	1120	164
LANE	1	1	0	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	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: 62 B: 62

EastBound A: 589 B: 24

WestBound A: 474 B: 586

NorthBound A: 86 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) + A(S/B)

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

V/C = (80 + 62 + 369 + 586) / 1375 = 0.702 LOS = C

0.672 ATCS

LOS=B

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

AM/PM: AM Comments: INT# 104

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	0	879	0	0	0	470	575	0	0	512	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	0	879	0	0	0	470	575	0	0	512	88
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 350 B: 0

WestBound A: 259 B: 259

NorthBound A: 758 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 = A(N/B) + A(S/B)

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

V/C = (758 + 0 + 259 + 350) / 1425 = 0.884 LOS = D

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

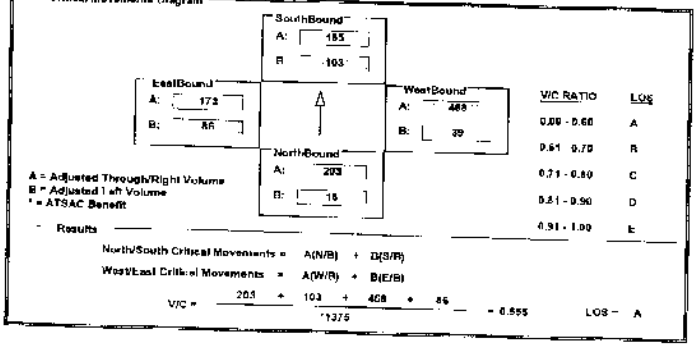
AM/PM: AM Comments: INT# 105

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	406	246	188	360	10	70	619	520	86	380	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	406	246	188	360	10	70	619	520	86	380	138
LANE	2	0	2	0	0	1	0	2	0	1	0	0	2	0	3	0	0	1	0	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (293 + 103 + 488 + 86) / 1375 = 0.555 LOS = A

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

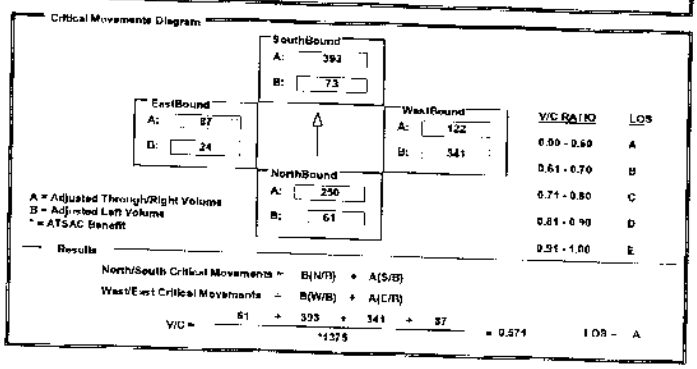
AM/PM: AM Comments: INT# 106

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	61	659	421	73	1111	69	620	80	42	24	61	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	659	421	73	1111	69	620	80	42	24	61	118
LANE	1	0	3	0	0	1	0	1	0	2	0	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (61 + 393 + 341 + 87) / 1375 = 0.571 LOS = A

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

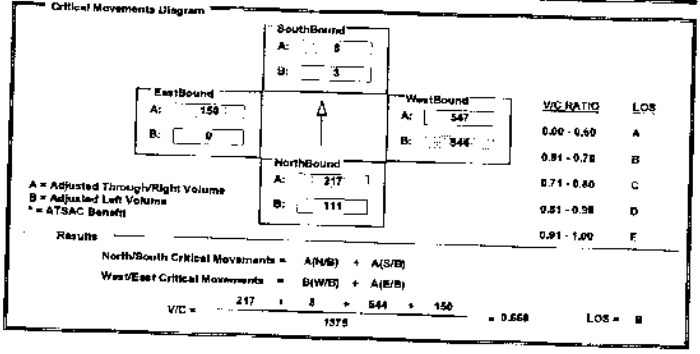
AM/PM: AM Comments: INT# 107

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	214	7	1382	3	3	5	1469	1094	14	0	450	433
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	7	1382	3	3	5	1469	1094	14	0	450	433
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram



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 = (217 + 8 + 544 + 150) / 1375 = 0.668 LOS = B

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

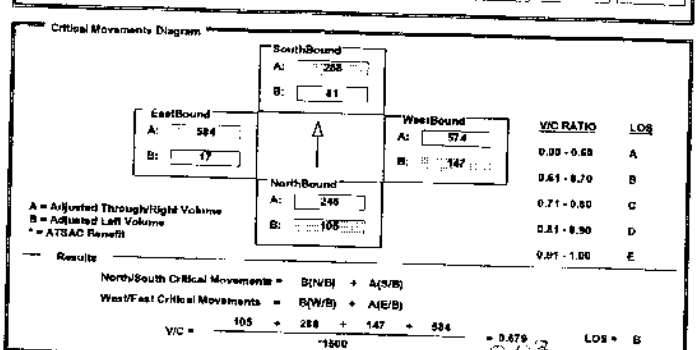
AM/PM: AM Comments: INT# 108

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	105	54	87	81	162	45	147	1147	22	17	1168	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	54	87	81	162	45	147	1147	22	17	1168	132
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	2	0	1	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



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 = (105 + 268 + 147 + 584) / 1600 = 0.679 LOS = B

-0.03

0.649 ATCS

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

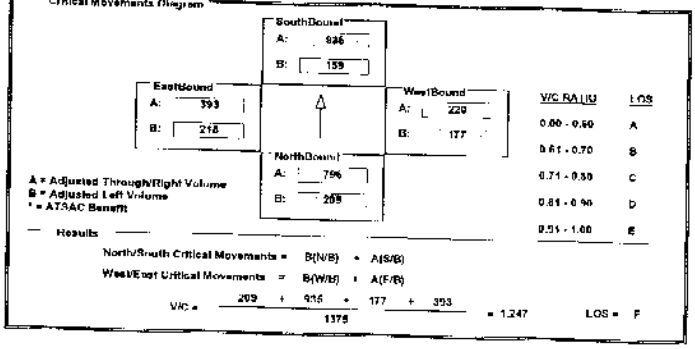
AM/PM: AM Comments: INT# 109

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	1592	182	159	1682	187	177	298	141	218	700	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1592	182	159	1682	187	177	298	141	218	700	85
LANE	1 0 2	0 0 1	0	1 0 1	0 1	0	1 0 1	0 1	0	1 0 1	0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (209 + 936 + 177 + 393) / 1375 = 1.247 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

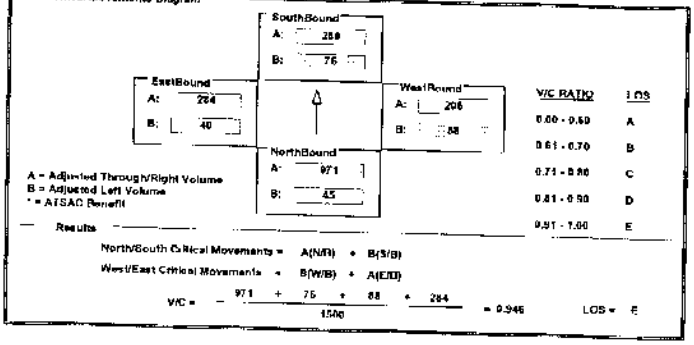
AM/PM: AM Comments: INT# 110

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	45	833	138	76	288	24	88	205	188	40	284	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	833	138	76	288	24	88	205	188	40	284	38
LANE	1 0 0	0 1 0	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



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 = (971 + 76 + 88 + 284) / 1500 = 0.946 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

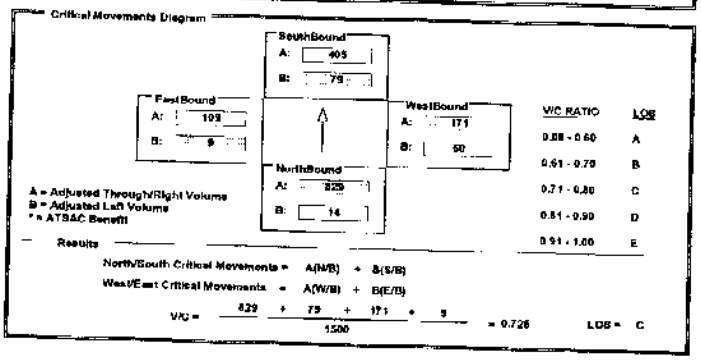
AM/PM: AM Comments: INT# 111

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	1472	186	79	793	17	60	88	83	9	100	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	1472	186	79	793	17	60	88	83	9	100	15
LANE	1 0 1	0 1	0	1 0 1	0 1	0	1 0 1	0 1	0	1 0 0	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (829 + 79 + 171 + 9) / 1500 = 0.726 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALTWAY I/S No: 99178

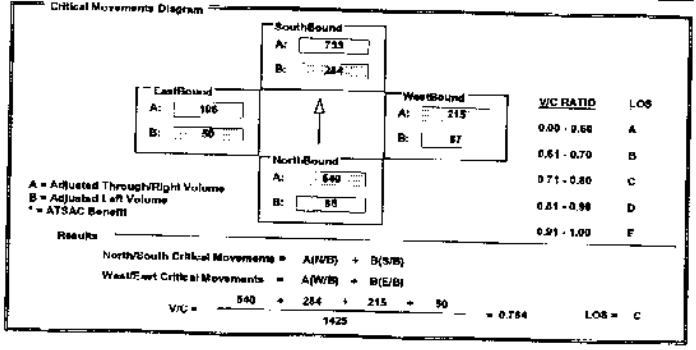
AM/PM: AM Comments: INT# 112

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	85	927	153	517	1439	26	87	124	306	50	84	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	927	153	517	1439	26	87	124	306	50	84	28
LANE	1 0 1	0 1	0	2 0 1	0 1	0	1 0 0	0 1	0	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



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 = (540 + 284 + 215 + 50) / 1425 = 0.784 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

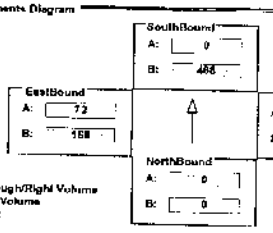
AM/PM: AM Comments: INT# 113

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	850	0	202	0	127	602	168	143	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	850	0	202	0	127	602	168	143	0
LANE	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 468 + 127 + 168) / 1500 = 0.609 LOS = A

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

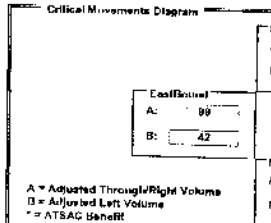
AM/PM: AM Comments: INT# 114

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	695	205	597	982	19	207	149	506	42	44	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	695	205	597	982	19	207	149	506	42	44	55
LANE	1	0	1	0	1	0	2	0	1	0	1	0	1	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (450 + 328 + 342 + 99) / 1378 = 0.887 LOS = D

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

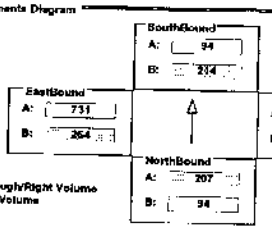
AM/PM: AM Comments: INT# 115

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	94	117	202	214	83	94	50	979	94	264	1434	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	117	202	214	83	94	50	979	94	264	1434	27
LANE	0	1	0	0	1	0	0	1	0	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



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

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

Results

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

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

V/C = (297 + 214 + 537 + 264) / 1500 = 0.815 LOS = D

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

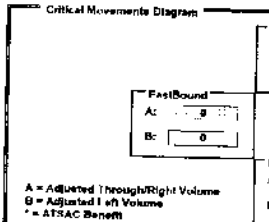
AM/PM: AM Comments: INT# 116

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	1169	1387	354	497	0	669	0	507	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1169	1387	354	497	0	669	0	507	0	0	0
LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

V/C = (585 + 354 + 368 + 0) / 1425 = 0.917 LOS = E

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

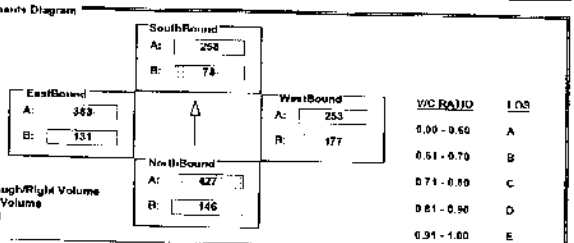
AM/PM: AM Comments: INT# 117

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	527	328	78	462	54	177	326	179	131	687	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	527	328	78	462	54	177	326	179	131	687	78
LANE	1 0 1	0 1 0	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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)

$$V/C = \frac{427 + 78 + 177 + 383}{1375} = 0.775 \quad LOS = C$$

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AVNUE I SON WAY W/E: PICO BL I/S No: 99316

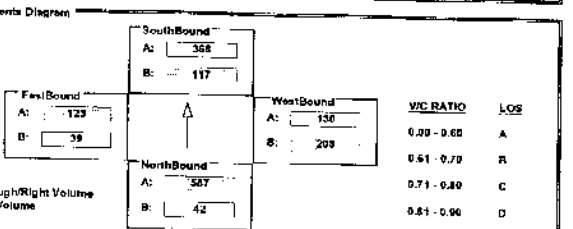
AM/PM: AM Comments: INT# 118

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	42	1174	432	212	713	22	208	129	247	39	210	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	1174	432	212	713	22	208	129	247	39	210	35
LANE	1 0 2	0 0 1	0	2 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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto	

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)

$$V/C = \frac{587 + 117 + 209 + 123}{1425} = 0.726 \quad LOS = C$$

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

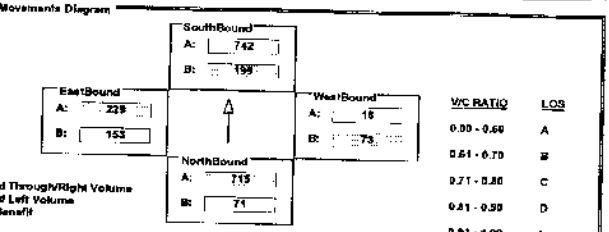
AM/PM: AM Comments: INT# 119

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	2744	116	199	2903	66	73	18	114	153	117	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2744	116	199	2903	66	73	18	114	153	117	112
LANE	1 0 3	0 1 0	0	1 0 3	0 1 0	0	1 0 1	0 1 0	0	1 0 0	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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)

$$V/C = \frac{715 + 199 + 73 + 229}{1425} = 0.855 \quad LOS = D$$

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

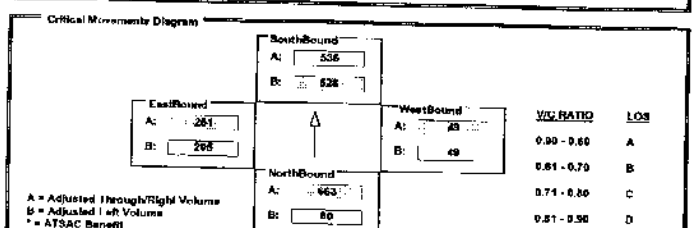
AM/PM: AM Comments: INT# 120

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	2650	252	528	1650	294	56	92	90	205	354	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	2650	252	528	1650	294	56	92	90	205	354	147
LANE	1 0 4	0 0 1	0	1 0 3	0 1 0	0	1 1 1	0 0 1	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

$$V/C = \frac{663 + 528 + 49 + 251}{1375} = 1.064 \quad LOS = F$$

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

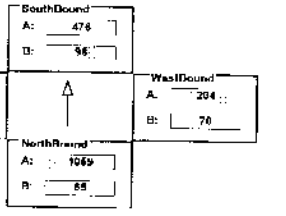
AM/PM: AM Comments: INT# 121

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	65	3121	55	179	1428	67	70	204	189	124	329	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	3121	55	179	1428	67	70	204	189	124	329	58
LANE	1 0 2 0	1 0 0		2 0 3 0	1 0		1 0 1 0	0 1 0		1 0 1 0	1 0 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (1059 + 98 + 204 + 124) / 1375 = 1.080 LOS = F

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

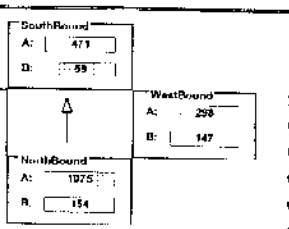
AM/PM: AM Comments: INT# 122

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	154	3098	126	107	1296	118	147	551	327	190	589	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3098	126	107	1296	118	147	551	327	190	589	106
LANE	1 0 2 0	1 0 0		2 0 2 0	1 0 0		1 0 2 0	0 1 0		1 0 2 0	0 1 0	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (1075 + 59 + 298 + 190) / 1375 = 1.180 LOS = F

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July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

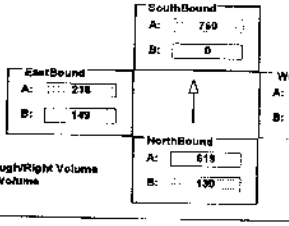
AM/PM: AM Comments: INT# 123

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	130	1237	0	0	1380	139	0	0	0	149	0	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	1237	0	0	1380	139	0	0	0	149	0	216
LANE	1 0 2 0	0 0		0 0 1 0	0 0		0 0 0 0	0 0 0		1 0 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (130 + 760 + 0 + 216) / 1600 = 0.667 LOS = B

0.631 ATCS

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

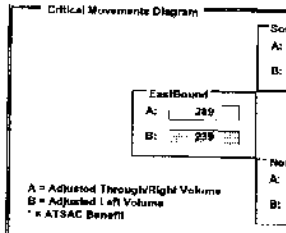
AM/PM: AM Comments: INT# 124

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	1499	229	174	1572	133	304	649	136	239	577	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1499	229	174	1572	133	304	649	136	239	577	133
LANE	1 0 1 0	1 0 0		1 0 1 0	1 0 0		2 0 1 0	1 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: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (864 + 174 + 393 + 239) / 1375 = 1.215 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

AM/PM: AM Comments: INT# 125

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	708	608	323	575	0	383	0	180	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	708	608	323	575	0	383	0	180	0	0	0
LANE	0 0 2	0 0 1	0	1 0 2	0 0 0	0	1 0 0	0 1		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: 283 B: 323

EastBound A: 0 B: 0

WestBound A: 18 B: 211

NorthBound A: 503 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 = (503 + 323 + 211 + 0) / 1425 = 0.726 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

AM/PM: AM Comments: INT# 126

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	505	991	7	35	607	281	0	0	9	483	41	400
AMBIENT												
RELATED												
PROJECT												
TOTAL	505	991	7	35	607	281	0	0	9	483	41	400
LANE	2 0 1	0 1 0	0	1 0 2	0 0 1	0	0 1 0	0 0 1	0	1 0 0	1 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 304 B: 35

EastBound A: 391 B: 391

WestBound A: 0 B: 0

NorthBound A: 499 B: 278

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 = (278 + 304 + 0 + 391) / 1375 = 0.842 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

AM/PM: AM Comments: INT# 127

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	144	220	136	180	414	73	226	596	182	70	698	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	220	136	180	414	73	226	596	182	70	698	108
LANE	1 0 1	0 1 0	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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 244 B: 156

EastBound A: 405 B: 70

WestBound A: 389 B: 278

NorthBound A: 176 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 = (144 + 244 + 226 + 403) / 1425 = 0.714 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

AM/PM: AM Comments: INT# 128

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	62	887	99	125	310	278	118	339	207	572	470	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	887	99	125	310	278	118	339	207	572	470	24
LANE	1 0 1	0 1 0	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 294 B: 125

EastBound A: 247 B: 572

WestBound A: 273 B: 118

NorthBound A: 493 B: 62

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 = (493 + 125 + 273 + 572) / 1375 = 1.064 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

AM/PM: AM Comments: INT# 129

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configuration

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	496	0	0	216	42	67	15	207	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	496	0	0	216	42	67	15	207	0	0	0
LANE	1 0	1 0	0 0	0	0 1	0 1	0	0 1	0 1	0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 216 B: 0

EastBound A: 0 B: 0

WestBound A: 207 B: 67

NorthBound A: 496 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) + B(S/B)

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

V/C = (496 + 0 + 207 + 0) / 1500 = 0.469 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

AM/PM: AM Comments: INT# 130

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	472	190	80	226	0	0	0	0	101	13	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	472	190	80	226	0	0	0	0	101	13	24
LANE	0 0	1 0	1 0	1	0	0	0	0	0	0	0 0	0 1	0 0	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	<none>	<none>	Split	Auto				

Critical Movements Diagram

SouthBound A: 226 B: 80

EastBound A: 114 B: 101

WestBound A: 0 B: 0

NorthBound A: 472 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 = (472 + 80 + 0 + 114) / 1500 = 0.444 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

AM/PM: AM Comments: INT# 131

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	465	278	118	576	120	255	649	47	25	932	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	465	278	118	576	120	255	649	47	25	932	225
LANE	1 0	1 0	0 1	0	1 0	1 0	0	1 0	2 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: 348 B: 118

EastBound A: 466 B: 25

WestBound A: 328 B: 255

NorthBound A: 465 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 = B(W/B) + A(E/B)

V/C = (466 + 118 + 255 + 466) / 1500 = 0.869 LOS = D

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

AM/PM: AM Comments: INT# 132

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	214	0	190	0	0	0	174	1488	1	0	1057	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	0	190	0	0	0	174	1488	1	0	1057	232
LANE	1 0	0 0	0 1	0	0 0	0 0	1 0	2 0	0 0	0	0 1	0 0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 645 B: 0

WestBound A: 744 B: 174

NorthBound A: 103 B: 214

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 = (214 + 0 + 174 + 645) / 1425 = 0.726 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

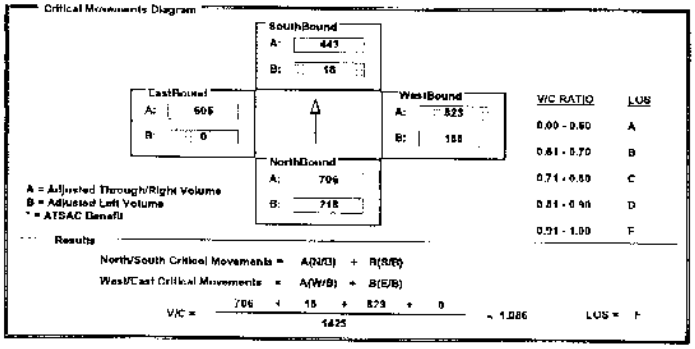
AM/PM: AM Comments: INT # 133

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	216	638	338	18	425	70	188	812	11	1	1077	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	638	338	18	425	70	188	812	11	1	1077	132
LANE	0 1 0	0 1 0		0 1 0	0 1 0		0 1 0	0 1 0		0 0 1	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (709 + 18 + 823 + 0) / 1425 = 1.086 LOS = F

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

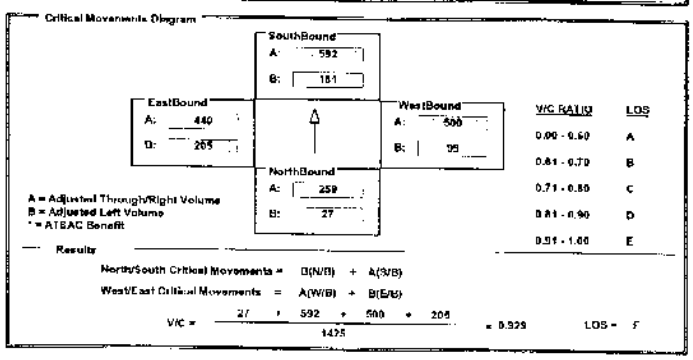
AM/PM: AM Comments: INT # 134

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	494	24	181	592	600	99	834	166	373	740	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	494	24	181	592	600	99	834	166	373	740	140
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0		2 0 1	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (27 + 592 + 500 + 205) / 1425 = 0.929 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

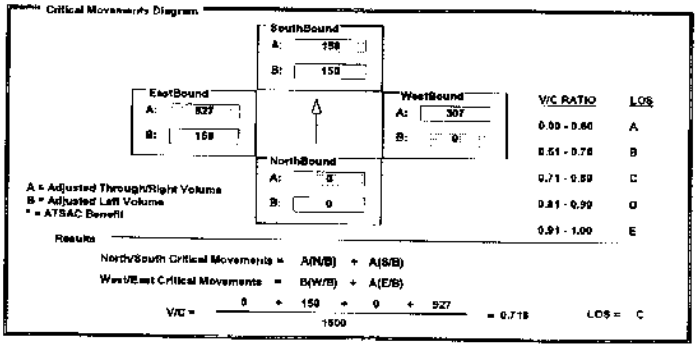
AM/PM: AM Comments: INT # 135

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	150	0	150	0	814	244	150	1253	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	150	0	150	0	814	244	150	1253	0
LANE	0 0 0	0 0 0		1 0 0	0 0 1		0 0 2	0 1 0		0 1 1	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 150 + 0 + 527) / 1500 = 0.718 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

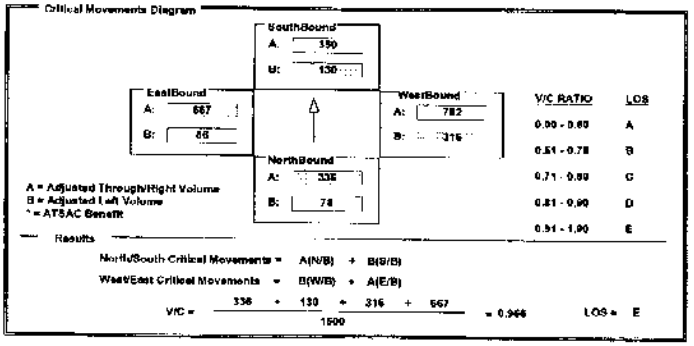
AM/PM: AM Comments: INT # 136

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	589	82	130	594	106	316	1457	106	86	1240	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	589	82	130	594	106	316	1457	106	86	1240	93
LANE	1 0 1	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



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 = (338 + 130 + 316 + 667) / 1500 = 0.946 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

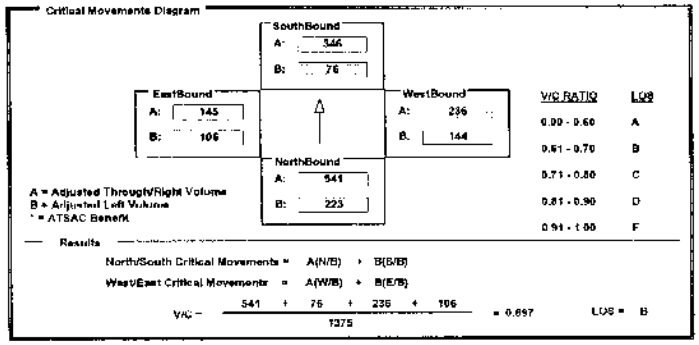
AM/PM: AM Comments: INT# 137

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	844	237	76	628	63	144	388	84	106	289	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	844	237	76	628	63	144	388	84	106	289	140
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 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



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 = (541 + 76 + 236 + 106) / 1375 = 0.697 LOS = B

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP* I/S No: 99296

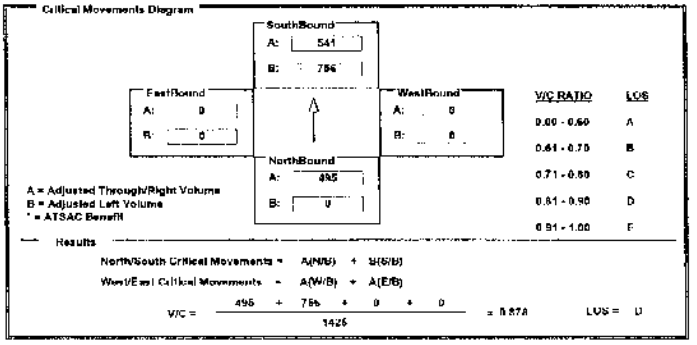
AM/PM: AM Comments: INT# 138

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	709	495	1374	1087	14	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	709	495	1374	1087	14	0	0	0	0	0	25
LANE	0 0 2	0 0 1	0	2 0 1	0 1 0	0	0 0 0	0 0 0	0	0 0 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free	

Critical Movements Diagram



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 = (495 + 786 + 0 + 0) / 1425 = 0.877 LOS = D

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

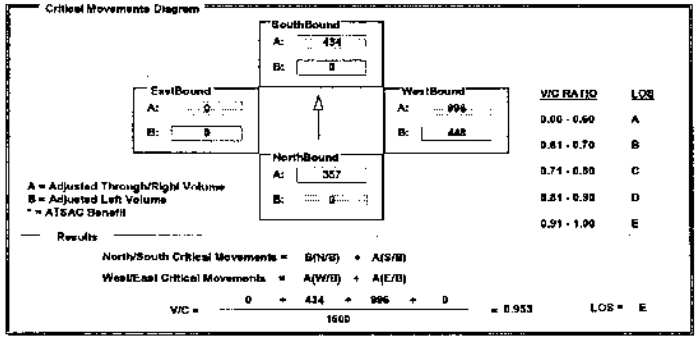
AM/PM: AM Comments: INT# 139

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	713	0	0	1737	0	815	0	1811	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	713	0	0	1737	0	815	0	1811	0	0	0
LANE	0 0 2	0 0 0		0 0 4	0 0 0		2 0 0	0 2 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 434 + 996 + 0) / 1600 = 0.953 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

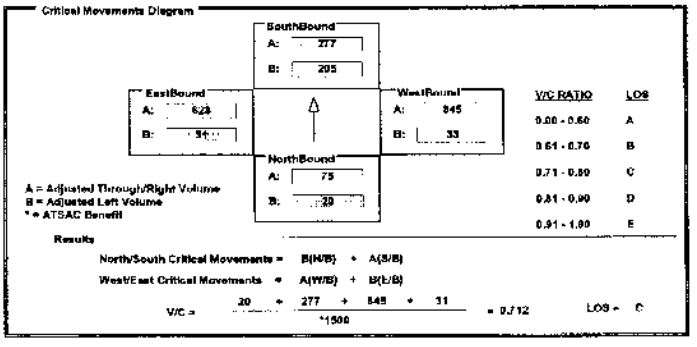
AM/PM: AM Comments: INT# 140

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	34	21	205	36	36	33	1668	22	31	1177	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	34	21	205	36	36	33	1668	22	31	1177	78
LANE	0 0 0	1 0 0		0 0 0	1 0 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



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 = (20 + 277 + 845 + 31) / 1500 = 0.712 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AV I/S No: 99190

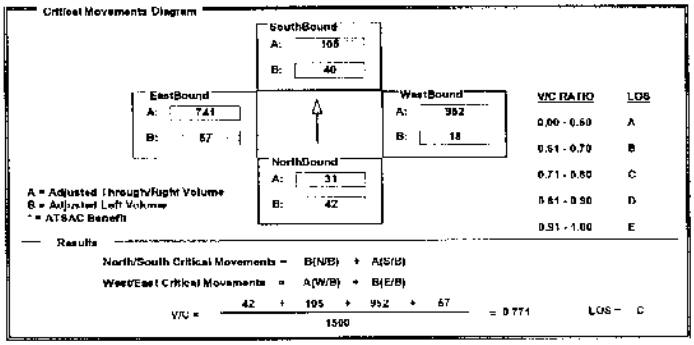
AM/PM: AM Comments: INT# 141

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	42	0	31	40	0	105	18	1880	24	57	1465	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	40	0	105	18	1880	24	57	1465	16
LANE	1	0	0	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (42 + 105 + 952 + 57) / 1500 = 0.771 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: CULVER BL I/S No: 99412

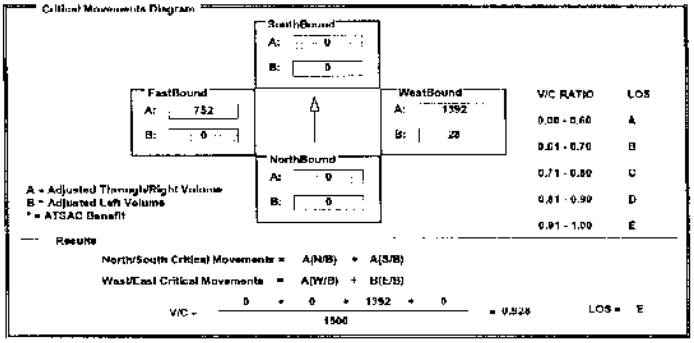
AM/PM: AM Comments: INT# 142

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	616	0	0	0	28	1392	0	0	1504	528
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	616	0	0	0	28	1392	0	0	1504	528
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



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 = (0 + 0 + 1392 + 0) / 1500 = 0.928 LOS = E

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

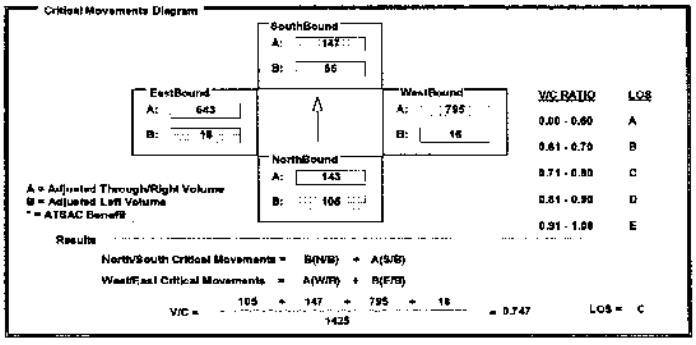
AM/PM: AM Comments: INT# 143

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	105	6	30	58	6	85	18	2341	44	18	1594	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	6	30	58	6	85	18	2341	44	18	1594	34
LANE	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (105 + 147 + 795 + 18) / 1425 = 0.747 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

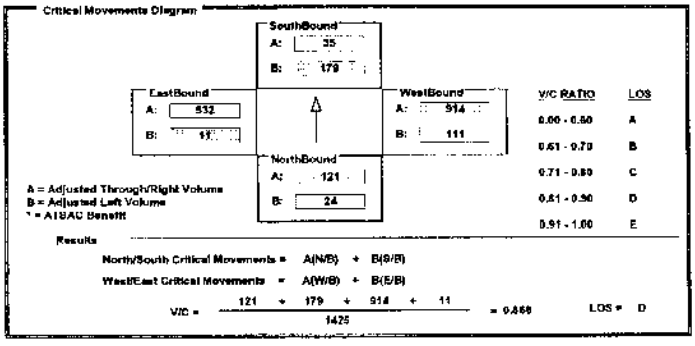
AM/PM: AM Comments: INT# 144

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	24	18	103	179	35	20	111	2671	71	11	1585	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	18	103	179	35	20	111	2671	71	11	1585	12
LANE	1	0	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (121 + 179 + 914 + 11) / 1425 = 0.868 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

AM/PM: AM Comments: INT# 145

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	43	0	18	7	0	16	5	1941	41	121	1305	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	0	18	7	0	16	5	1941	41	121	1305	34
LANE	0 0 0 1 0 0 0			1 0 1 0 0 1 0			1 0 3 0 0 1 0			2 0 2 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 7

EastBound A: 447 B: 57

WestBound A: 647 B: 5

NorthBound A: 61 B: 43

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 = (61 + 7 + 647 + 57) / 1425 = 0.549 LOS = A

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

AM/PM: AM Comments: INT# 146

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	17	120	29	13	43	133	1627	57	45	1191	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	17	120	29	13	43	133	1627	57	45	1191	36
LANE	0 1 0 0 0 1 0			0 0 0 1 0 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: 65 B: 25

EastBound A: 409 B: 45

WestBound A: 561 B: 123

NorthBound A: 240 B: 223

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 = (223 + 65 + 561 + 45) / 1500 = 0.609 LOS = B

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2010AM

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

AM/PM: AM Comments: INT# 147

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	206	322	90	50	66	36	58	1678	155	205	1248	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	322	90	50	66	36	58	1678	155	205	1248	79
LANE	0 0 0 1 0 0 0			0 1 0 0 0 1 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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 115 B: 50

EastBound A: 442 B: 206

WestBound A: 614 B: 58

NorthBound A: 618 B: 205

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 = (618 + 50 + 614 + 205) / 1375 = 1.061 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99254

AM/PM: AM Comments: INT# 148

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	671	178	748	1095	12	356	21	152	2	25	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	671	178	748	1095	12	356	21	152	2	25	10
LANE	0 1 0 0 1 0 0			0 1 0 0 1 0 0			0 1 0 0 0 1 0			0 0 0 1 0 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1107 B: 748

EastBound A: 37 B: 2

WestBound A: 377 B: 350

NorthBound A: 470 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) + A(E/B)

V/C = (470 + 748 + 377 + 37) / 1376 = 1.117 LOS = F

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CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

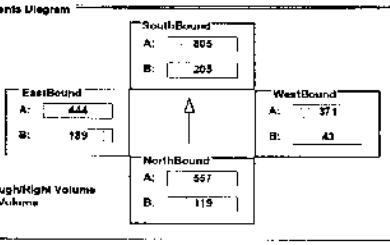
AM/PM: AM Comments: INT# 149

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	495	82	205	913	287	43	603	138	189	750	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	495	82	205	913	287	43	603	138	189	750	138
LANE	0	1	0	0	1	0	0	0	1	0	0	1	0	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



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 = (119 + 205 + 371 + 189) / *1500 = 0.913 LOS = E

0.879 ATCS

LOS-D

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

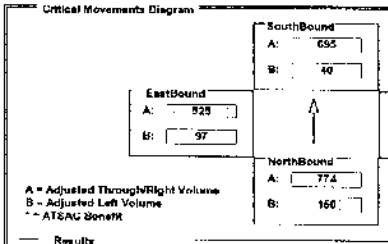
AM/PM: AM Comments: INT# 150

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	536	236	40	1063	167	57	406	48	97	875	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	536	236	40	1063	167	57	406	48	97	875	174
LANE	0	1	0	0	1	0	0	0	1	0	0	1	0	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



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 = (150 + 695 + 57 + 525) / *1500 = 0.881 LOS = D

0.851 ATCS

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

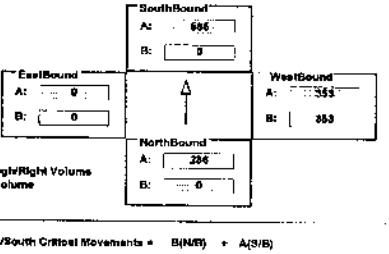
AM/PM: AM Comments: INT# 151

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	572	0	0	1170	0	362	0	343	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	572	0	0	1170	0	362	0	343	0	0	0
LANE	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (0 + 585 + 353 + 0) / *1500 = 0.555 LOS = A

2010AM

CalcaDB

July 15, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99168

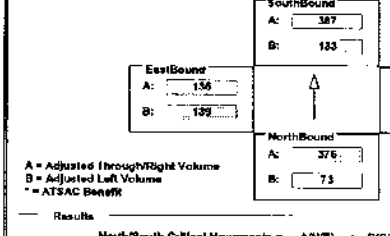
AM/PM: AM Comments: INT# 152

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	658	94	133	587	186	45	234	242	139	104	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	658	94	133	587	186	45	234	242	139	104	32
LANE	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	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



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 = (376 + 133 + 521 + 139) / *1500 = 0.769 LOS = C

0.679 ATCS

LOS-B

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

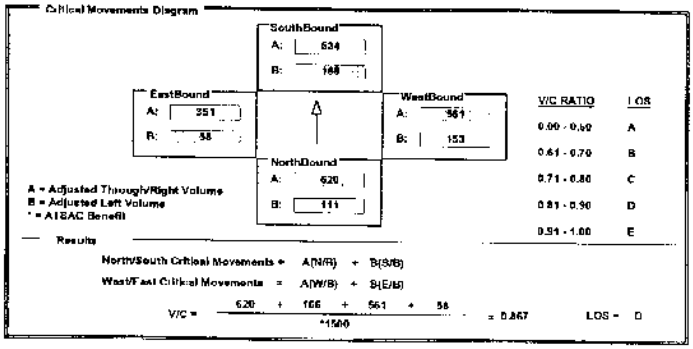
AM/PM: AM Comments: INT# 153

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	111	926	314	166	1001	66	153	327	81	58	253	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	926	314	166	1001	66	153	327	81	58	253	40
LANE	1 0 1	0 1 0	1 0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	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



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 = (620 + 166 + 561 + 58) / *1500 = 0.867 LOS = D

Developed by Chun Wang, 12'04

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

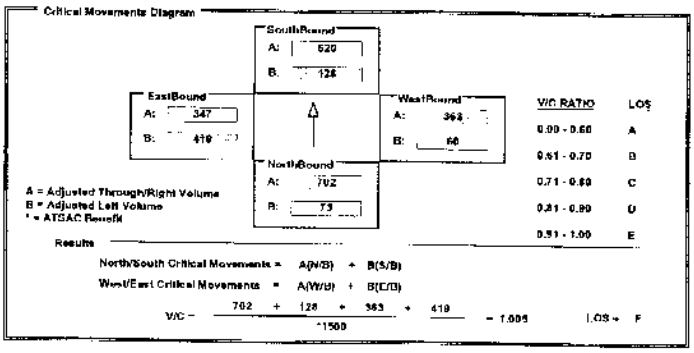
AM/PM: AM Comments: INT# 154

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	1363	41	126	1160	80	60	473	253	419	512	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	1363	41	126	1160	80	60	473	253	419	512	181
LANE	1 0 1	0 1 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



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 = (702 + 126 + 363 + 419) / *1500 = 1.005 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

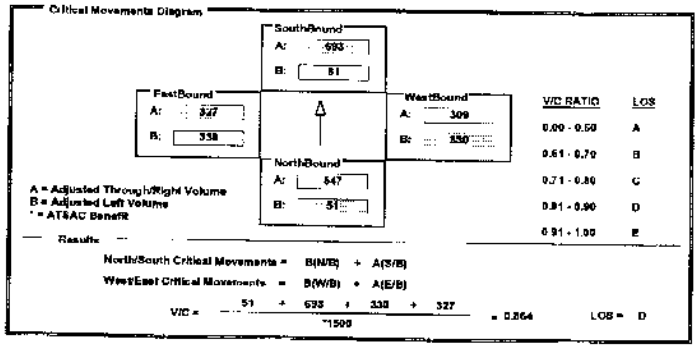
AM/PM: AM Comments: INT# 155

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	51	1035	58	81	1243	143	330	527	90	338	603	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1035	58	81	1243	143	330	527	90	338	603	50
LANE	1 0 1	0 1 0	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



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 = (51 + 693 + 330 + 327) / *1500 = 0.864 LOS = D

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

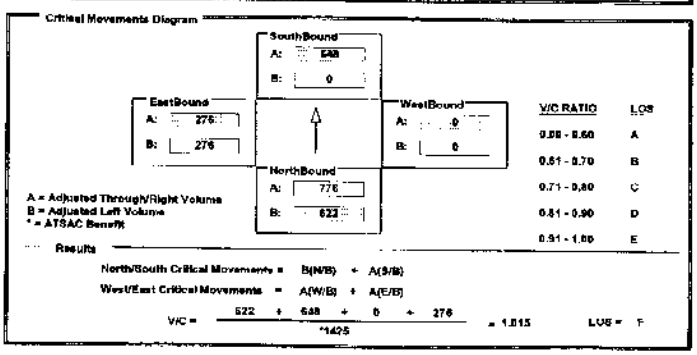
AM/PM: AM Comments: INT# 156

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	622	1551	0	0	1296	635	0	0	0	406	0	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	622	1551	0	0	1296	635	0	0	0	406	0	145
LANE	1 0 2	0 0 0		0 0 2	0 1 0		0 0 0	0 0 0		1 0 0	0 0 1	
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (622 + 648 + 0 + 276) / *1425 = 1.015 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

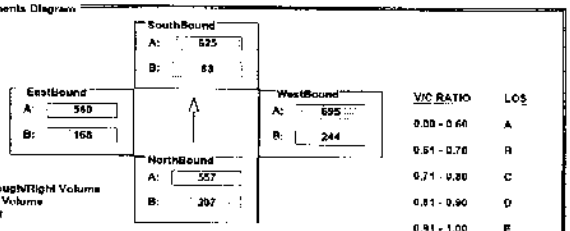
AM/PM: AM Comments: INT# 157

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	207	1114	280	83	1249	72	444	2084	249	308	1679	298
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	1114	280	83	1249	72	444	2084	249	308	1679	298
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			2 0 3 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (207 + 625 + 695 + 168) / *1425 = 1.119 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

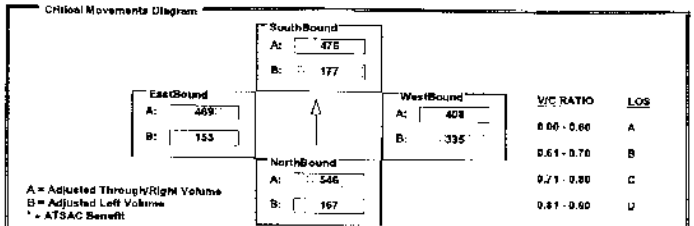
AM/PM: AM Comments: INT# 158

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	1092	706	177	952	195	335	723	92	153	938	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1092	706	177	952	195	335	723	92	153	938	302
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (546 + 177 + 335 + 469) / *1425 = 1.002 LOS = F

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

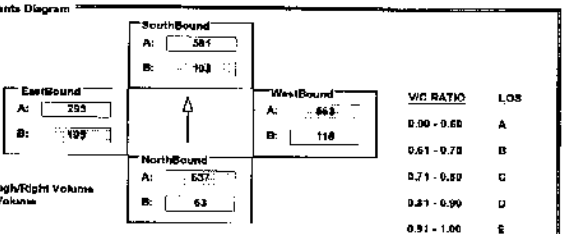
AM/PM: AM Comments: INT# 159

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	1221	53	103	1097	64	116	237	210	109	137	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	1221	53	103	1097	64	116	237	210	109	137	47
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			0 0 0 1 0 0 0			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



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 = (637 + 103 + 563 + 109) / *1500 = 0.871 LOS = D

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

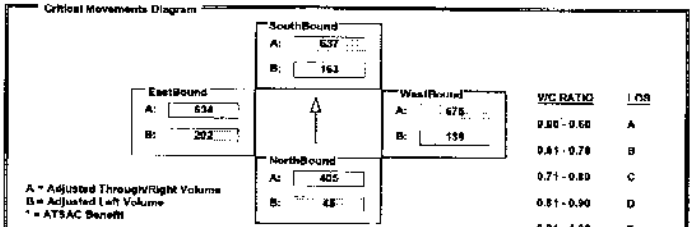
AM/PM: AM Comments: INT# 160

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	45	753	56	163	637	379	139	1850	176	202	1851	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	753	56	163	637	379	139	1850	176	202	1851	51
LANE	1 0 1 0 1 0 0			1 0 1 0 1 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



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 = (45 + 637 + 675 + 202) / *1500 = 0.969 LOS = E

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

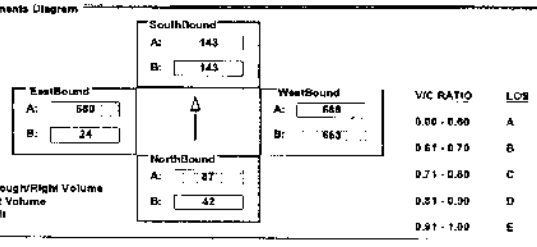
AM/PM: AM Comments: INT# 161

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	42	48	782	193	54	39	663	2065	191	24	2041	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	48	782	193	54	39	663	2065	191	24	2041	12
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (87 + 143 + 563 + 688) / 1425 = 1.034 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

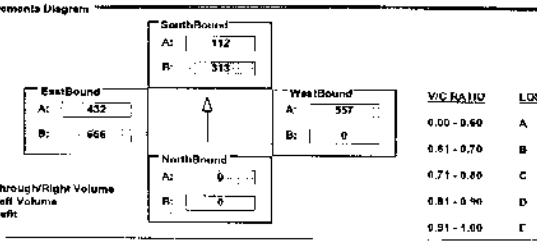
AM/PM: AM Comments: INT# 162

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	313	0	440	0	927	187	656	864	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	313	0	440	0	927	187	656	864	0
LANE	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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 = (0 + 313 + 557 + 656) / 1425 = 1.001 LOS = F

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

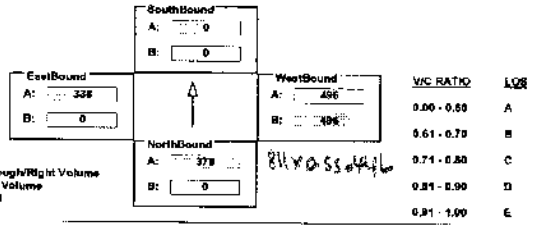
AM/PM: AM Comments: INT# 163

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	587	0	0	0	811	678	0	0	479	197
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	587	0	0	0	811	678	0	0	479	197
LANE	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (378 + 0 + 496 + 338) / 1500 = 0.758 LOS = C

0.453 A

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99156

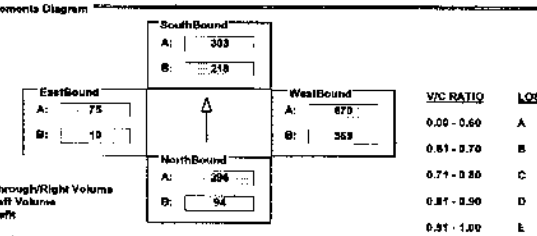
AM/PM: AM Comments: INT# 164

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	94	591	484	218	606	107	671	670	91	10	109	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	591	484	218	606	107	671	670	91	10	109	46
LANE	1	0	2	0	0	0	0	1	0	2	0	0	1	0	2	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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

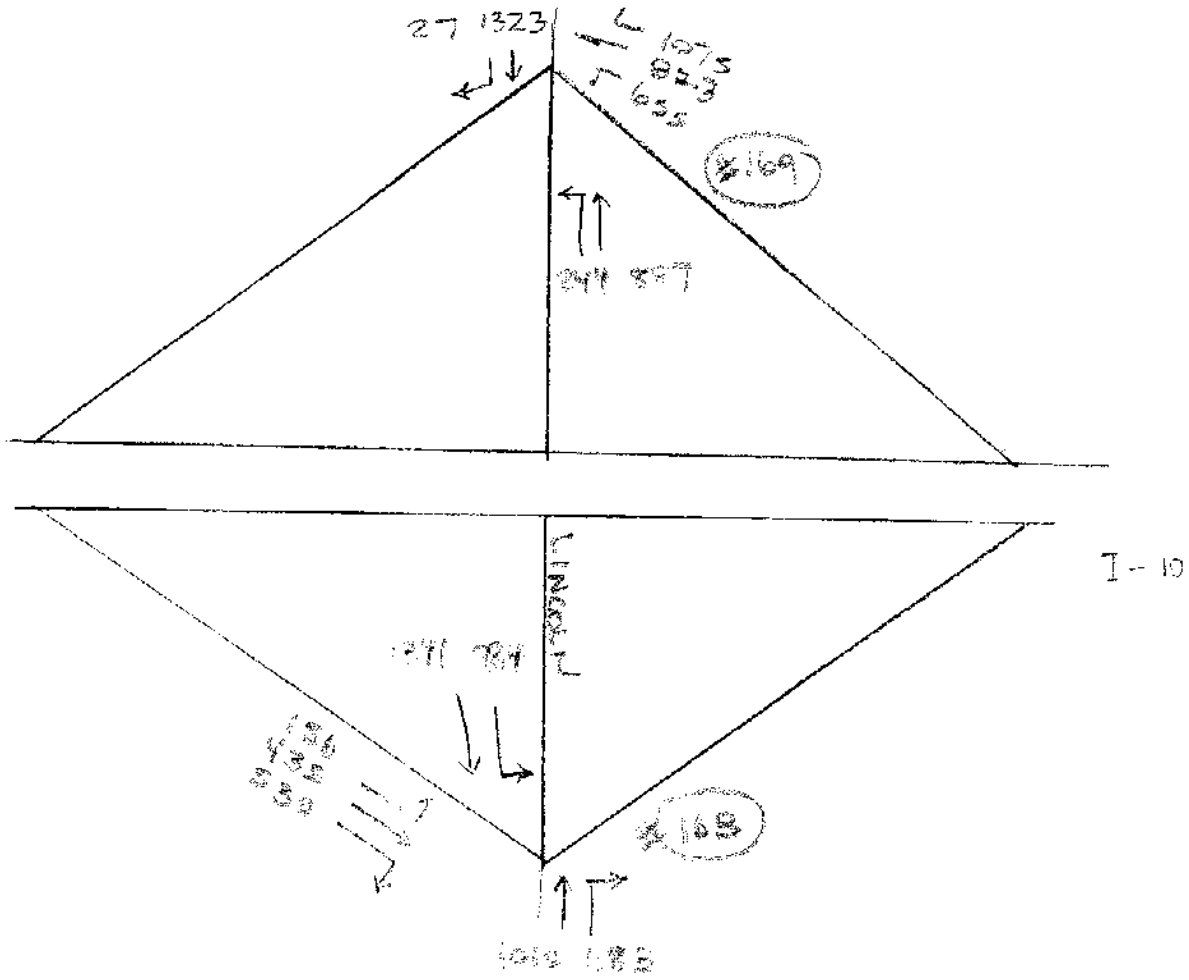
Results

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

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

V/C = (296 + 218 + 670 + 75) / 1425 = 0.814 LOS = D

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2010 BASE
AM PEAK HOUR

#168 NB CRITICAL = 244 OR (1183 + 970 - 244)/3 = 650

SB CRITICAL = 984 x 0.55 = 541 OR 1241/2 = 671

EB CRITICAL = (425 + 156)/2 = 290 OR 530

WB CRITICAL = 0

$$V/C = \frac{650 + 541 + 530 + 0}{1425} = 1.208 \text{ LOS F}$$

#169 NB CRITICAL = 244 OR 887/2 = 444

SB CRITICAL = 984 x 0.55 = 541 OR (1323 - 541 - 27)/2 = 371

EB CRITICAL = 0

WB CRITICAL = (655 + 162)/2 = 409 OR (1075 - 161)/2 = 6.8

$$V/C = \frac{244 + 541 + 0 + 6.8}{1425} = 0.985 \text{ LOS E}$$

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99236

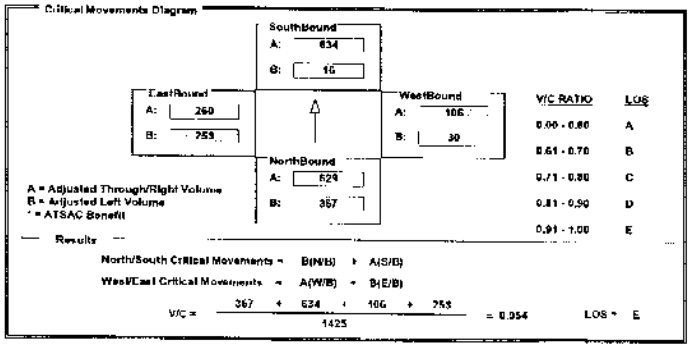
AM/PM: AM Comments: INT# 165

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	1228	29	16	1258	408	30	106	44	253	8	252
AMBIENT												
RELATED												
PROJECT												
TOTAL	367	1228	29	16	1258	408	30	106	44	253	8	252
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{367 + 634 + 106 + 253}{1425} = 0.954 \qquad LOS = E$$

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

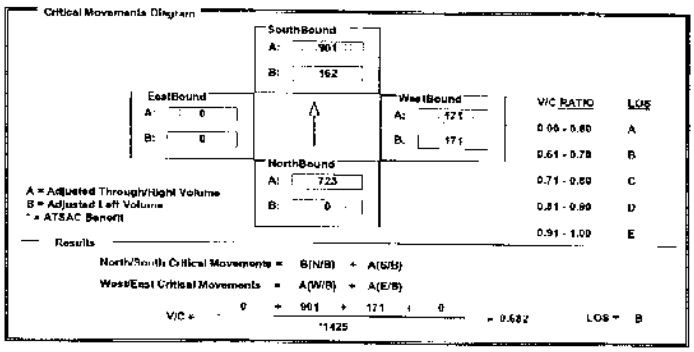
AM/PM: AM Comments: INT# 166

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	2170	197	295	1801	0	171	0	459	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2170	197	295	1801	0	171	0	459	0	0	0
LANE	0	0	3	0	0	1	0	2	0	2	0	0	0	0	1	0	0	0	1	1	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



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)

$$V/C = \frac{0 + 901 + 171 + 0}{1425} = 0.682 \qquad LOS = B$$

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WALCROVE AV W/E: WASHINGTON BL I/S No: 99276

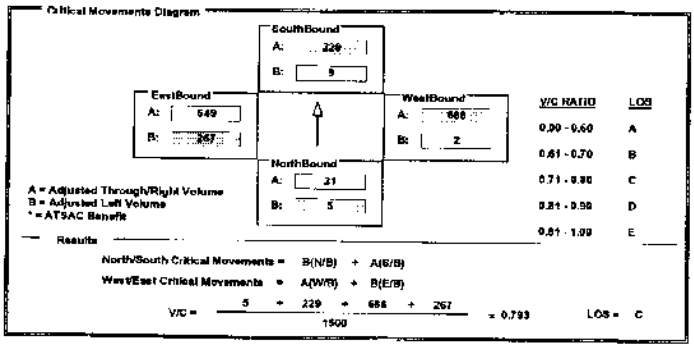
AM/PM: AM Comments: INT# 167

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	5	2	14	9	0	220	2	1260	103	267	1297	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2	14	9	0	220	2	1260	103	267	1297	0
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	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



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)

$$V/C = \frac{5 + 229 + 686 + 267}{1500} = 0.793 \qquad LOS = C$$

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

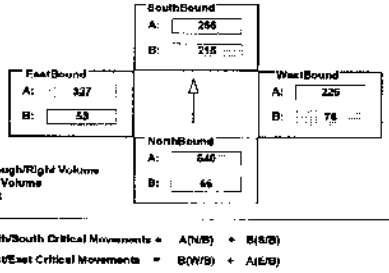
AM/PM: AM Comments: INT# 171

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	640	121	215	242	24	76	422	226	53	653	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	640	121	215	242	24	76	422	226	53	653	66
LANE	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	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



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)

$$V/C = \frac{640 + 215 + 76 + 327}{*1500} = 0.769 \qquad LOS = C$$

C 7B1 ATCS

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

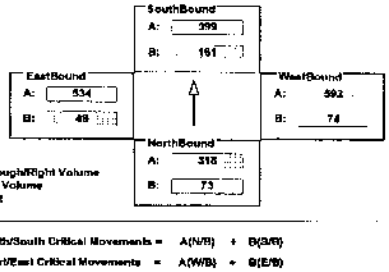
AM/PM: AM Comments: INT# 172

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	557	79	161	727	70	74	1184	140	49	1068	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	557	79	161	727	70	74	1184	140	49	1068	107
LANE	1	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	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



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)

$$V/C = \frac{318 + 151 + 592 + 49}{*1500} = 0.677 \qquad LOS = B$$

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR | W/E: I-10 EB ON-RAMP | I/S No: 99348

AM/PM: AM | Comments: INT# 173

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	1347	1330	709	1579	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1347	1330	709	1579	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 709 B: 709

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1330 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 = +

V/C = 1330 + 709 + + / 1600 = 1.289 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL | W/E: STOCKER ST | I/S No: 99348

AM/PM: AM | Comments: INT# 174

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	255	1334	22	22	1101	385	23	256	28	504	398	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	255	1334	22	22	1101	385	23	256	28	504	398	267
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	0	0	1	0	0	2	0	1	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: OLA				

Critical Movements Diagram

SouthBound A: 367 B: 22

EastBound A: 398 B: 277

WestBound A: 284 B: 23

NorthBound A: 457 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 = B(N/B) + A(S/B)

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

V/C = 255 + 367 + 284 + 277 / 1375 = 0.790 LOS = C

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV | W/E: CENTINELA AV | I/S No: 99350

AM/PM: AM | Comments: INT# 175

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	1252	37	251	968	261	63	528	276	467	868	202
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1252	37	251	968	261	63	528	276	467	868	202
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	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: 618 B: 251

EastBound A: 334 B: 467

WestBound A: 552 B: 63

NorthBound A: 645 B: 206

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 = 645 + 251 + 552 + 467 / 1375 = 1.393 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST | W/E: IMPERIAL HWY | I/S No: 99352

AM/PM: AM | Comments: INT# 176

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	82	74	197	170	0	27	0	1931	53	348	692	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	74	197	170	0	27	0	1931	53	348	692	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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 94

EastBound A: 231 B: 348

WestBound A: 551 B: 0

NorthBound A: 108 B: 45

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 = 108 + 94 + 551 + 348 / 1375 = 0.811 LOS = D

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

AM/PM: AM Comments: INT# 177

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	1866	167	46	1232	0	103	5	179	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1866	167	46	1232	0	103	5	179	4	4	3
LANE	1 0 1 0 1 0			1 0 1 0 1 0			1 1 0 0 0 1 0			0 0 0 1 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 615 B: 46

EastBound A: 11 B: 4

WestBound A: 179 B: 54

NorthBound A: 1617 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 = (1617 + 46 + 179 + 11) / *1425 = 0.869 LOS = D

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

AM/PM: AM Comments: INT# 178

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	275	1588	87	275	952	97	103	774	113	200	659	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1588	87	275	952	97	103	774	113	200	659	49
LANE	1 0 3 0 1 0			1 0 2 0 1 0			1 0 1 0 1 0			1 0 1 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 350 B: 275

EastBound A: 354 B: 200

WestBound A: 444 B: 103

NorthBound A: 529 B: 276

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 = (529 + 276 + 444 + 200) / 1376 = 1.053 LOS = F

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

AM/PM: AM Comments: INT# 179

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	1180	561	427	768	176	579	777	28	543	748	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1180	561	427	768	176	579	777	28	543	748	7
LANE	1 0 1 0 1 1 0			2 0 1 0 1 0 0			2 0 1 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 472 B: 256

EastBound A: 252 B: 543

WestBound A: 403 B: 318

NorthBound A: 598 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 = A(W/B) + B(E/B)

V/C = (598 + 236 + 403 + 643) / *1375 = 1.218 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

AM/PM: AM Comments: INT# 180

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	194	1043	45	133	593	184	58	1064	148	193	907	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1043	45	133	593	184	58	1064	148	193	907	178
LANE	1 0 2 0 1 0 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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 259 B: 133

EastBound A: 562 B: 193

WestBound A: 404 B: 58

NorthBound A: 583 B: 194

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 = (583 + 133 + 404 + 193) / 1376 = 0.795 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

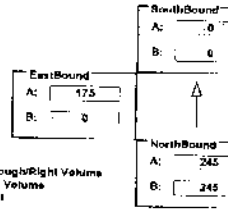
AM/PM: AM Comments: INT# 181

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	356	0	134	0	0	0	0	987	371	0	525	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	356	0	134	0	0	0	0	987	371	0	525	170
LANE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (245 + 0 + 340 + 0) / 1600 = 0.356 LOS = A

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

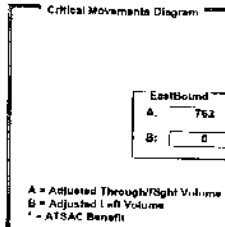
AM/PM: AM Comments: INT# 182

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	482	0	450	0	0	0	260	1366	1	0	1524	322
AMBIENT												
RELATED												
PROJECT												
TOTAL	482	0	450	0	0	0	260	1366	1	0	1524	322
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: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (320 + 0 + 260 + 762) / 1425 = 0.872 LOS = D

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

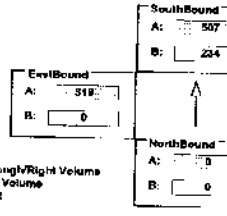
AM/PM: AM Comments: INT# 183

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	234	1008	514	555	1184	0	0	882	275
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	234	1008	514	555	1184	0	0	882	275
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
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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) + A(S/B)

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

V/C = (0 + 507 + 305 + 319) / 1425 = 0.724 LOS = C

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19060

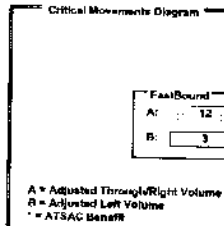
AM/PM: AM Comments: INT# 184

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	1362	1216	382	724	7	579	8	214	3	12	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1362	1216	382	724	7	579	8	214	3	12	3
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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	F

Results

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

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

V/C = (1069 + 382 + 294 + 12) / 1575 = 1.208 LOS = F

Developed by Chun Wong, 12/94

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19250

AM/PM: AM Comments: INT# 185

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	82	190	68	306	315	359	119	938	537	337	392	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	190	68	306	315	359	119	938	537	337	392	106
LANE	2	0	1	0	1	0	2	0	1	0	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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: 225 B: 168

EastBound A: 151 B: 168

WestBound A: 313 B: 68

NorthBound A: 95 B: 45

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 = (45 + 225 + 313 + 168) / *1375 = 0.469 LOS = A

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

AM/PM: AM Comments: INT# 186

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	2034	0	0	1892	0	0	0	0	0	0	606
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2034	0	0	1892	0	0	0	0	0	0	606
LANE	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>			Phasing: Perm	RTOR: <none>			Phasing: <none>	RTOR: <none>			Phasing: Perm	RTOR: Auto		

Critical Movements Diagram

SouthBound A: 631 B: 0

EastBound A: 333 B: 0

WestBound A: 0 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) + A(E/B)

V/C = (0 + 631 + 0 + 333) / *1500 = 0.573 LOS = A

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

AM/PM: AM Comments: INT# 187

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	2002	0	0	1636	636	0	0	766	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2002	0	0	1636	636	0	0	766	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>			Phasing: <none>	RTOR: <none>			Phasing: Perm	RTOR: Auto			Phasing: <none>	RTOR: <none>		

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 422 B: 0

NorthBound A: 667 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 = (667 + 0 + 422 + 0) / *1500 = 0.656 LOS = B

Developed by Chun Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

AM/PM: AM Comments: INT# 188

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	206	936	52	150	960	238	120	1009	271	222	691	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	936	52	150	960	238	120	1009	271	222	691	153
LANE	1	0	1	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	1	0	1	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: 460 B: 150

EastBound A: 422 B: 222

WestBound A: 505 B: 120

NorthBound A: 494 B: 206

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 = (206 + 460 + 505 + 222) / 1375 = 1.028 LOS = F

Developed by Chun Wang, 1994

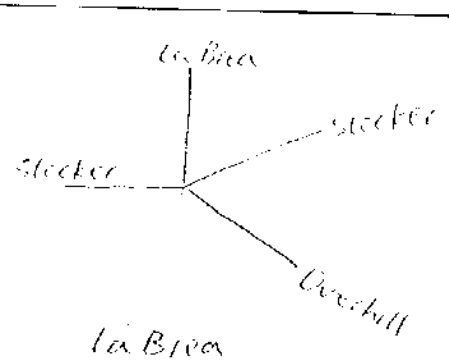
Intersection # 190

N/S STREET: La Brea Av / Overhill Dr

E/W STREET: Stocker St

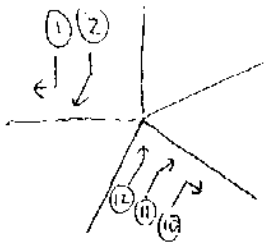
Scenario 2010 RASS

Peak Hour: AM



La Brea

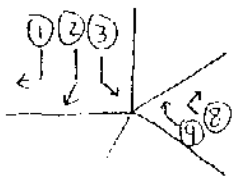
(1)



NB		VOL	LNS	
(12)	T	1350	3	450
(11)	R_1	335	2	173
(10)	R_2	10	0	

SB		VOL	LNS	
(2)	T	975	2	523
(1)	R	842	Free Flow	

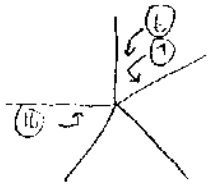
(2)



WB		VOL	LNS	
(9)	T	550	2	275
(8)	R	74	1	94

SB		VOL	LNS	
(3)	L	123	2	123
(2)	T	1275	2	523 − 450 = 73
(1)	R	842	Free Flow	

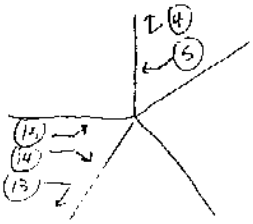
(3)



EB		VOL	LNS	
(16)	L	590	2	295

WB		VOL	LNS	
(7)		42	2	111
(6)		179		

(4)



EB		VOL	LNS	
(15)	T	484	2	280
(14)	R	64		
(13)	R	11		

WB		VOL	LNS	
(5)	T	561	2	281
(4)	R	37	1	37

CRITICAL MOVES 450 + 275 + 295 + 281 = 1301

VOLUME / CAPACITY 1301 / 1375 = 0.946

LOS E

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

AM/PM: AM Comments: INT# 189

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	211	1305	229	25	983	326	164	1591	114	234	1114	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	1305	229	25	983	326	164	1591	114	234	1114	85
LANE	1 0 2 0 1 0			1 0 2 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: 452 B: 25
EastBound A: 400 B: 234
WestBound A: 568 B: 164
NorthBound A: 511 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 = (211 + 452 + 568 + 234) / 1375 = 1.095 LOS = F

Developed by Chen Wang 12:04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

AM/PM: AM Comments: INT# 191

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	2568	0	0	1591	655	0	0	0	0	0	345
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2568	0	0	1591	655	0	0	0	0	0	345
LANE	0 0 3 0 0 0			0 0 2 0 1 0			0 0 0 0 0 0			0 0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 749 B: 0
EastBound A: 345 B: 0
WestBound A: 0 B: 0
NorthBound A: 856 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 = (856 + 0 + 0 + 345) / 1500 = 0.801 LOS = D

Developed by Chen Wang 12:04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

AM/PM: AM Comments: INT# 192

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	468	530	0	0	511	63	0	0	0	359	0	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	468	530	0	0	511	63	0	0	0	359	0	198
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		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 191 B: 6
EastBound A: 198 B: 197
WestBound A: 0 B: 0
NorthBound A: 285 B: 468

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 = (468 + 191 + 0 + 198) / *1500 = 0.501 LOS = A

Developed by Chen Wang 12:04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

AM/PM: AM Comments: INT# 193

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	1091	55	646	550	0	0	0	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1091	55	646	550	0	0	0	354	0	0	0
LANE	0 0 2 0 1 0			2 0 2 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: 275 B: 355
EastBound A: 0 B: 9
WestBound A: 17 B: 0
NorthBound A: 546 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 = (546 + 355 + 17 + 0) / *1425 = 0.574 LOS = A

Developed by Chen Wang 12:04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HWY I/S No: 19270

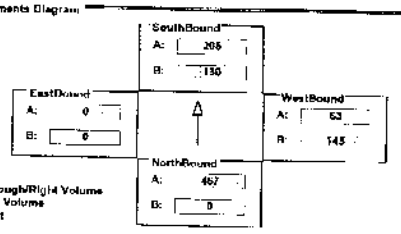
AM/PM: AM Comments: INT# 194

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	933	0	130	616	2	264	0	128	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	933	0	130	616	2	264	0	128	0	0	0
LANE	1	0	2	0	0	1	0	1	0	3	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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	F

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

Results

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

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

V/C = (457 + 130 + 145 + 0) / 1425 = 0.461 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

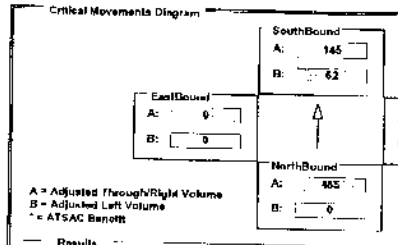
AM/PM: AM Comments: INT# 195

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	863	105	62	434	0	108	0	219	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	863	105	62	434	0	108	0	219	0	0	0
LANE	0	0	1	0	1	0	0	3	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

V/C = (485 + 62 + 110 + 0) / 1500 = 0.358 LOS = A

Developed by Chen Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 89392

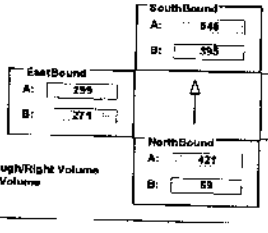
AM/PM: AM Comments: INT# 196

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	69	441	401	395	1089	87	279	1058	161	271	844	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	441	401	395	1089	87	279	1058	161	271	844	52
LANE	1	0	1	0	1	0	0	1	1	0	1	0	2	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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	F

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

Results

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

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

V/C = (421 + 545 + 406 + 271) / 1375 = 1.195 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

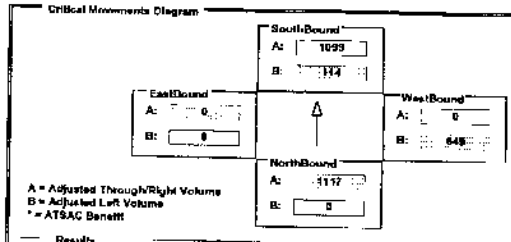
AM/PM: AM Comments: INT# 197

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	3352	816	114	2197	0	1180	0	275	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3352	816	114	2197	0	1180	0	275	0	0	0
LANE	0	0	3	0	0	1	0	1	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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	F

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

Results

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

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

V/C = (1117 + 114 + 649 + 0) / 1429 = 1.319 LOS = F

Developed by Chen Wang, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99398

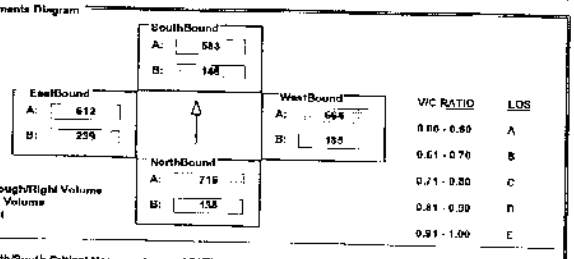
AM/PM: AM Comments: INT# 198

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	138	2094	53	146	1398	350	185	1992	65	435	1835	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	2094	53	146	1398	350	185	1992	65	435	1835	155
LANE	1	2	1	1	2	1	1	3	1	2	3	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (716 + 145 + 664 + 239) / 1425 = 1.169 LOS = F

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

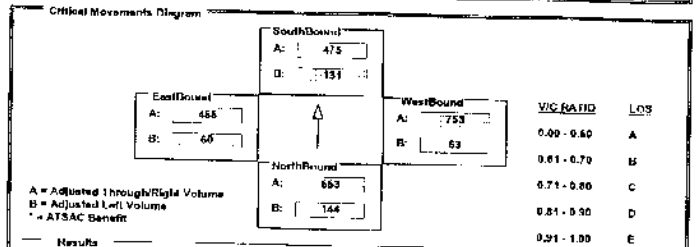
AM/PM: AM Comments: INT# 199

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	144	1924	36	131	1417	7	53	1505	329	60	910	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1924	36	131	1417	7	53	1505	329	60	910	111
LANE	1	2	1	1	2	1	1	2	1	1	2	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (653 + 131 + 753 + 53) / 1425 = 1.051 LOS = F

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

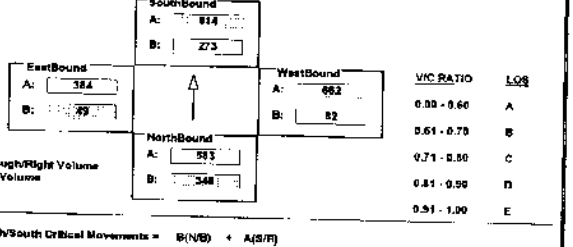
AM/PM: AM Comments: INT# 200

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	348	1748	44	273	1842	191	82	919	404	49	683	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	348	1748	44	273	1842	191	82	919	404	49	683	84
LANE	1	3	1	1	3	1	1	1	1	1	1	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (348 + 814 + 662 + 49) / 1425 = 1.184 LOS = F

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

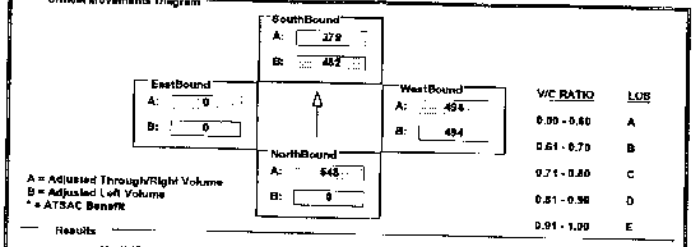
AM/PM: AM Comments: INT# 201

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	1096	50	482	557	0	550	0	437	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1096	50	482	557	0	550	0	437	0	0	0
LANE	0	1	1	1	1	0	1	2	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (548 + 482 + 494 + 0) / 1500 = 0.946 LOS = E

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP | W/E: CENTURY BL | I/S No: 99408

AM/PM: AM | Comments: INT# 202

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	1654	0	122	0	0	0	0	1988	0	0	927	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1654	0	122	0	0	0	0	1988	0	0	927	0
LANE	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 309 B: 0

WestBound A: 663 B: 0

NorthBound A: 122 B: 910

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 = (910 + 0 + 663 + 0) / 1500 = 1.049 LOS = F

Developed by Chun Wong, 1994

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL | W/E: I-105 EB OFF RAMP | I/S No: 99406

AM/PM: AM | Comments: INT# 203

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	1209	0	0	1084	0	414	0	699	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1209	0	0	1084	0	414	0	699	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 271 B: 0

EastBound A: 0 B: 0

WestBound A: 371 B: 371

NorthBound A: 403 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 = (403 + 0 + 371 + 0) / 1500 = 0.516 LOS = A

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL | W/E: LENNOX BL | I/S No: 99408

AM/PM: AM | Comments: INT# 204

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	266	1326	101	90	791	64	115	243	129	79	343	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	1326	101	90	791	64	115	243	129	79	343	116
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 285 B: 90

EastBound A: 230 B: 79

WestBound A: 243 B: 116

NorthBound A: 442 B: 266

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 = (266 + 285 + 115 + 230) / 1426 = 0.629 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV | W/E: LENNOX BL | I/S No: 99410

AM/PM: AM | Comments: INT# 205

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	RT	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	193	407	156	81	354	53	125	386	58	82	311	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	407	156	81	354	53	125	386	58	82	311	101
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	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: 407 B: 81

EastBound A: 412 B: 52

WestBound A: 444 B: 125

NorthBound A: 563 B: 193

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 = (563 + 81 + 125 + 412) / 1500 = 0.787 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

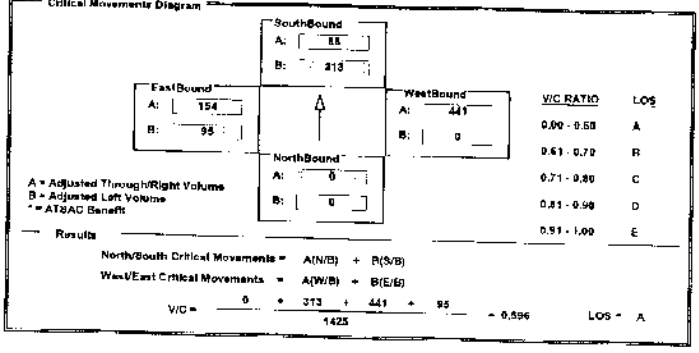
AM/PM: AM Comments: INT# 206

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	569	0	136	0	887	877	95	463	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	569	0	136	0	887	877	95	463	0
LANE	0 0 0 0 0 0			2 0 0 0 1 0			0 0 2 0 1 1 0			1 0 3 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 313 + 441 + 95) / 1425 = 0.596 LOS = A

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

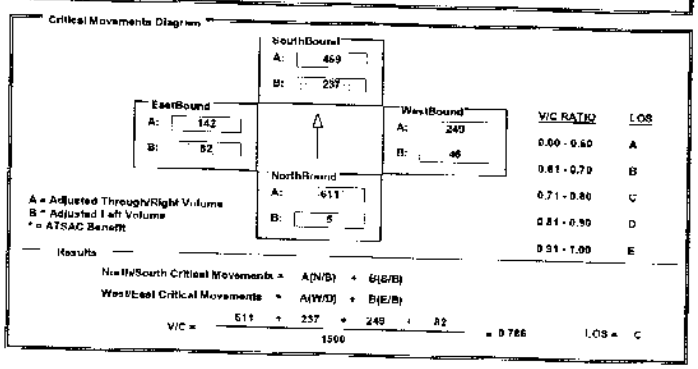
AM/PM: AM Comments: INT# 207

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	5	445	166	237	399	70	48	112	137	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	445	166	237	399	70	48	112	137	82	140	2
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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (511 + 237 + 249 + 82) / 1500 = 0.786 LOS = C

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July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

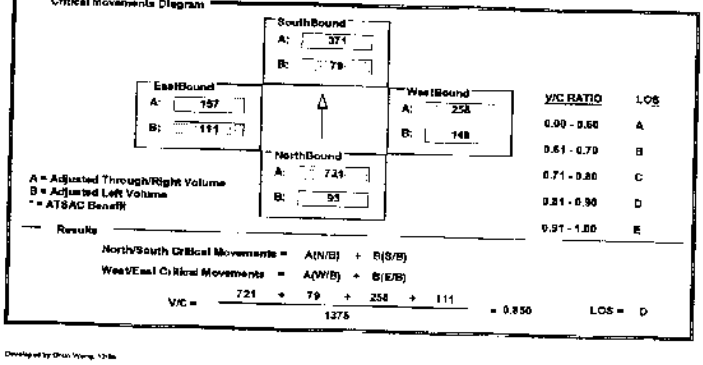
AM/PM: AM Comments: INT# 208

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	93	2152	196	143	1070	43	149	303	297	111	280	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	2152	196	143	1070	43	149	303	297	111	280	34
LANE	1 0 3 0 0 1 0			2 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 1 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



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 = (721 + 79 + 258 + 111) / 1375 = 0.850 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

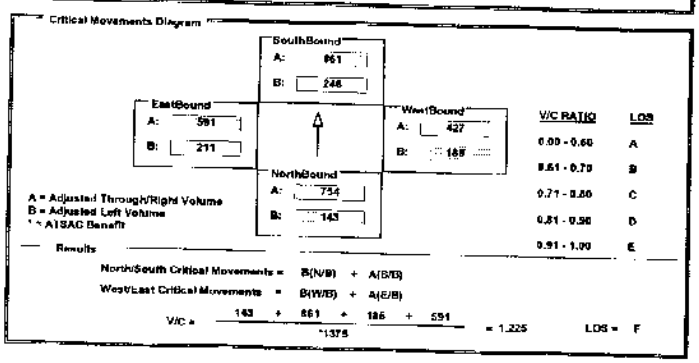
AM/PM: AM Comments: INT# 209

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	143	1358	150	245	1483	258	185	1200	82	211	1774	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	1358	150	245	1483	258	185	1200	82	211	1774	193
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 2 0 1 0 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (143 + 861 + 186 + 591) / 1375 = 1.225 LOS = F

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: AM Comments: INT# 210

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	635	761	57	1529	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	635	761	57	1529	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 765 B: 57

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 761 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 = + +

V/C = (761 + 57 + + +) / 1500 = 0.546 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: AM Comments: INT# 211

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	625	0	0	1053	545	252	166	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	625	0	0	1053	545	252	166	16	128	0	58
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 527 B: 0

EastBound A: 58 B: 70

WestBound A: 217 B: 217

NorthBound A: 313 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 = (28 + 527 + 217 + 70) / 1425 = 0.521 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: AM Comments: INT# 212

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	193	1226	278	151	1093	91	203	730	146	252	806	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	1226	278	151	1093	91	203	730	146	252	806	58
LANE	1	0	2	0	0	1	0	1	0	1	0	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: 592 B: 151

EastBound A: 432 B: 252

WestBound A: 436 B: 203

NorthBound A: 613 B: 193

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 = (193 + 592 + 436 + 252) / 1600 = 0.913 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

AM/PM: AM Comments: INT# 215

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	10	0	123	0	0	0	822	1387	0	0	2090	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	0	123	0	0	0	822	1387	0	0	2090	28
LANE	0	0	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 705 B: 0

WestBound A: 694 B: 482

NorthBound A: 0 B: 18

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 = (10 + 0 + 482 + 705) / 1425 = 0.749 LOS = C

0.803

0.719 ATCS

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CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: 6 ST I/S No: 99432

AM/PM: AM Comments: INT# 216

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	358	66	0	0	689	164	0	0	0	57	0	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	358	66	0	0	689	164	0	0	0	57	0	198
LANE	2	0	2	0	1	0	1	0	2	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 345 B: 0
EastBound A: 100 B: 29
WestBound A: 0 B: 0
NorthBound A: 33 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 = B(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (197 + 345 + 0 + 100) / 1425 = 0.451 LOS = A

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2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

AM/PM: AM Comments: INT# 217

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	108	220	123	206	558	253	1143	189	139	936	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	108	220	123	206	558	253	1143	189	139	936	78
LANE	1	0	1	0	1	0	1	0	2	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 388 B: 123
EastBound A: 284 B: 139
WestBound A: 333 B: 253
NorthBound A: 220 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 = B(N/B) + A(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

V/C = (169 + 388 + 253 + 284) / *1425 = 0.747 LOS = C

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

AM/PM: AM Comments: INT# 218

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	195	0	338	0	591	120	240	564	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	195	0	338	0	591	120	240	564	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 338 B: 195
EastBound A: 282 B: 240
WestBound A: 296 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 = (0 + 338 + 296 + 240) / 1500 = 0.553 LOS = A

Developed by Chun Wong, 12/04

2010AM

CalcaDB

July 16, 2003 ,Wednesday 11:43:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

AM/PM: AM Comments: INT# 220

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	114	0	37	0	455	133	208	586	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	114	0	37	0	455	133	208	586	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 37 B: 114
EastBound A: 293 B: 296
WestBound A: 228 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 = (0 + 114 + 228 + 296) / 1500 = 0.365 LOS = A

Developed by Chun Wong, 12/04

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 BASE

PM PEAK HOUR

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ESTANCIA PKWY/ARBOR VITAE I/S No: 20110

AM/PM: PM Comments: INT# 1

COUNT DATE: STUDY DATE: GROWTH FACTOR:

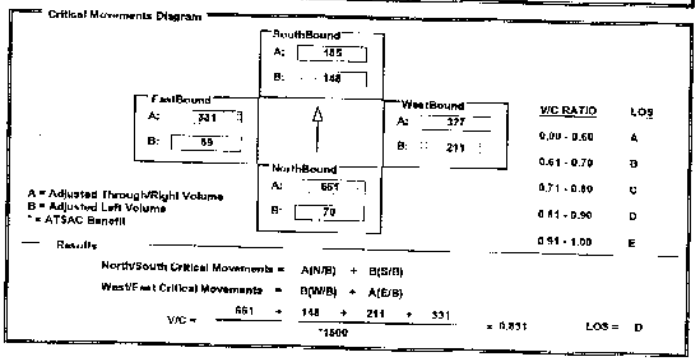
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	70	1159	163	146	554	61	211	570	83	69	662	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	1159	163	146	554	61	211	570	83	69	662	209

LANE: 1 0 1 0 1 0 0 | 1 0 3 0 0 1 0 | 1 0 1 0 1 0 0 | 1 0 2 0 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (661 + 148 + 211 + 331) / *1600 = 0.831 LOS = D

Developed by Chun Wang, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

AM/PM: PM Comments: INT# 2

COUNT DATE: STUDY DATE: GROWTH FACTOR:

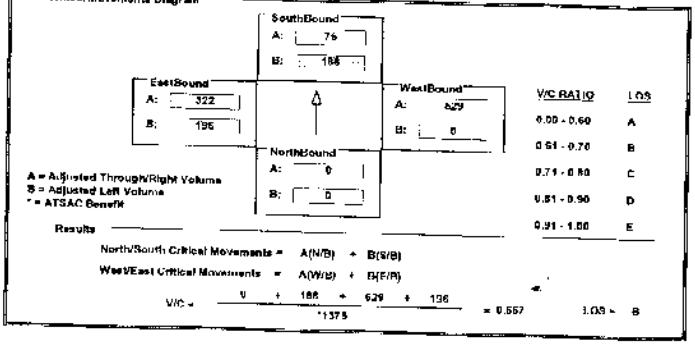
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	509	0	317	0	867	723	357	1288	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	509	0	317	0	867	723	357	1288	0

LANE: 0 0 0 0 0 0 0 | 3 0 0 0 2 0 | 0 0 4 0 0 1 0 | 2 0 4 0 0 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	<none>	<none>	Split	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



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 = (0 + 186 + 629 + 196) / *1375 = 0.857 LOS = D

Developed by Chun Wang, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

AM/PM: PM Comments: INT# 3

COUNT DATE: STUDY DATE: GROWTH FACTOR:

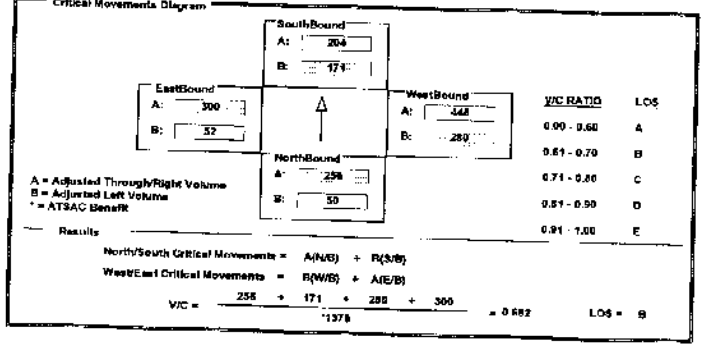
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	50	247	472	171	181	23	509	848	47	52	885	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	247	472	171	181	23	509	848	47	52	885	16

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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



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 = (256 + 171 + 280 + 300) / *1375 = 0.882 LOS = D

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

AM/PM: PM Comments: INT# 4

COUNT DATE: STUDY DATE: GROWTH FACTOR:

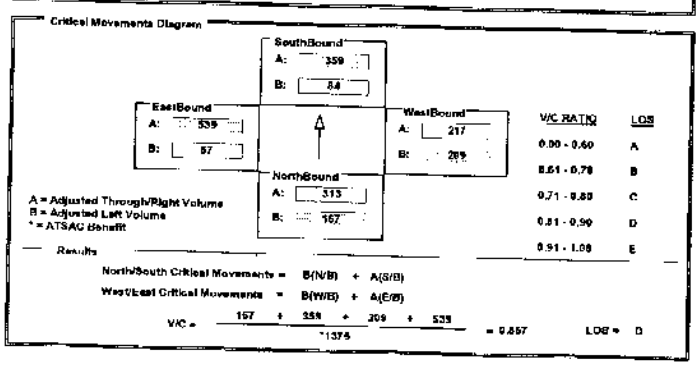
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	303	628	91	84	641	77	209	390	44	57	699	379
AMBIENT												
RELATED												
PROJECT												
TOTAL	303	628	91	84	641	77	209	390	44	57	699	379

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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (167 + 359 + 289 + 539) / *1375 = 0.857 LOS = D

Developed by Chun Wang, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

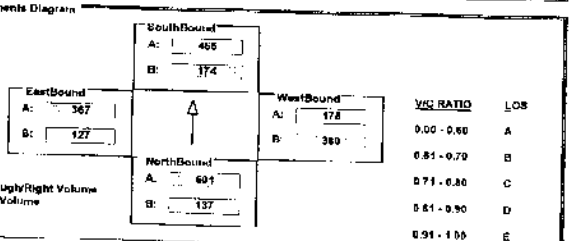
AM/PM: PM Comments: INT# 5

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	137	943	258	174	748	181	380	355	85	127	650	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	943	258	174	748	181	380	355	85	127	650	83
LANE	1 0 1	0 1	0	1 0 1	0 1	0	1 0 1	0 1	0	1 0 2	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (691 + 174 + 380 + 367) / 1500 = 1.015 LOS = F

Developed by Chun Wong 12:04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

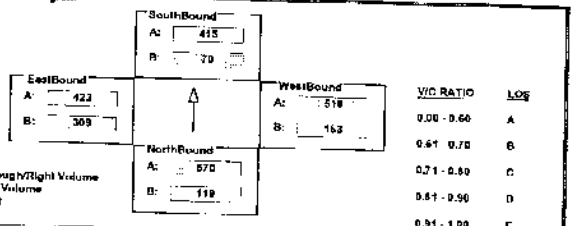
AM/PM: PM Comments: INT# 6

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	1104	36	128	968	278	163	1936	134	309	1536	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	1104	36	128	968	278	163	1936	134	309	1536	152
LANE	3 0 1	0 1	0	2 0 2	0 1	0	1 0 3	0 1	0	1 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



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

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

Results

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

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

V/C = (576 + 70 + 518 + 309) / 1375 = 0.997 LOS = E

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

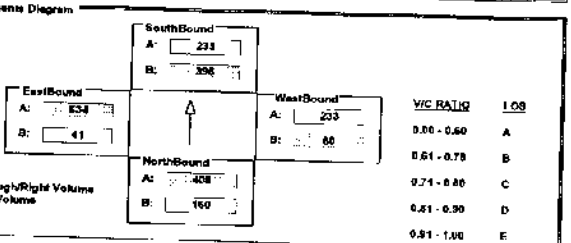
AM/PM: PM Comments: INT# 7

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	497	468	723	700	123	109	699	428	74	1585	318
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	497	468	723	700	123	109	699	428	74	1585	318
LANE	2 0 2	0 1	0	2 0 2	0 1	0	2 0 3	0 1	0	2 0 2	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (408 + 398 + 60 + 694) / 1375 = 1.021 LOS = F

Developed by Chun Wong 12:04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

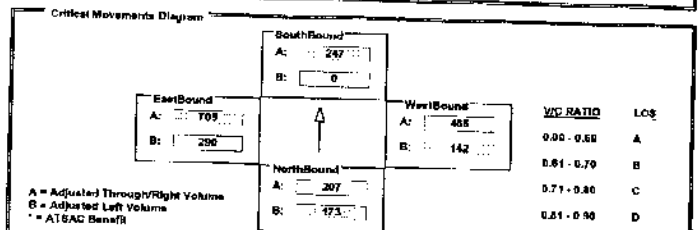
AM/PM: PM Comments: INT# 8

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	358	76	0	303	382	142	971	5	290	1410	332
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	358	76	0	303	382	142	971	5	290	1410	332
LANE	1 0 1	0 1	0	0 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (173 + 247 + 142 + 705) / 1376 = 0.921 LOS = E

Developed by Chun Wong 12:04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

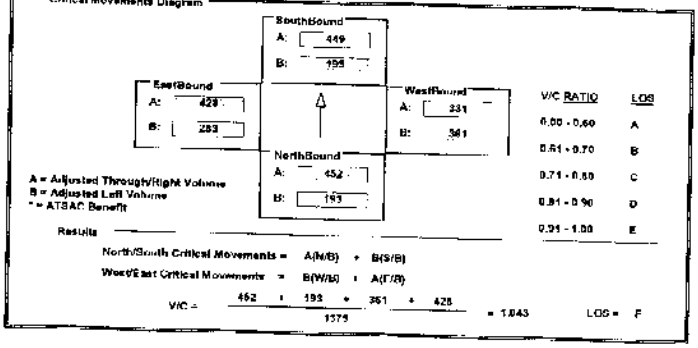
AM/PM: PM Comments: INT# 9

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	351	955	632	350	1796	442	656	1217	107	514	1506	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	351	955	632	350	1796	442	656	1217	107	514	1506	204
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	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (452 + 198 + 361 + 428) / 1575 = 1.043 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALI WAY I/S No: 20449

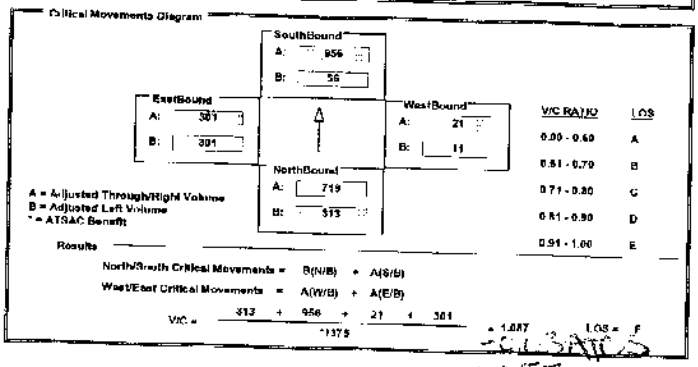
AM/PM: PM Comments: INT# 10

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	313	2136	20	56	2390	479	11	0	21	601	1	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	313	2136	20	56	2390	479	11	0	21	601	1	277
LANE	1 0 2	0 1	0 0	1 0 2	0 1	0 0	1 0 2	0 1	0 0	1 0 0	1 0	0 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (313 + 856 + 21 + 301) / 1375 = 1.087 LOS = F

-0.03 ATCS

1.057

Developed by Chan Wong, 1998

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

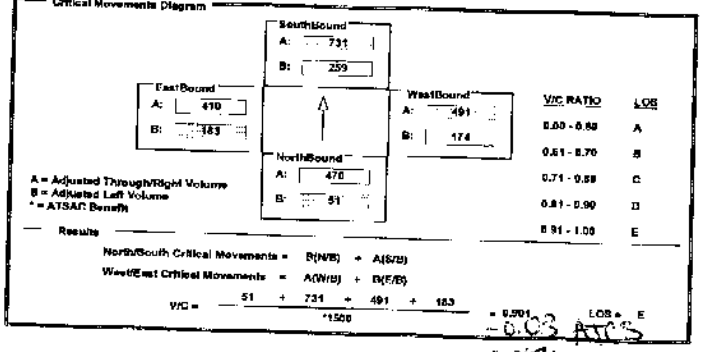
AM/PM: PM Comments: INT# 11

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	51	940	100	259	1121	341	174	737	245	183	773	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	940	100	259	1121	341	174	737	245	183	773	47
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



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 = (51 + 731 + 491 + 183) / 1500 = 0.901 LOS = E

-0.03 ATCS

0.871

LOS = D

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

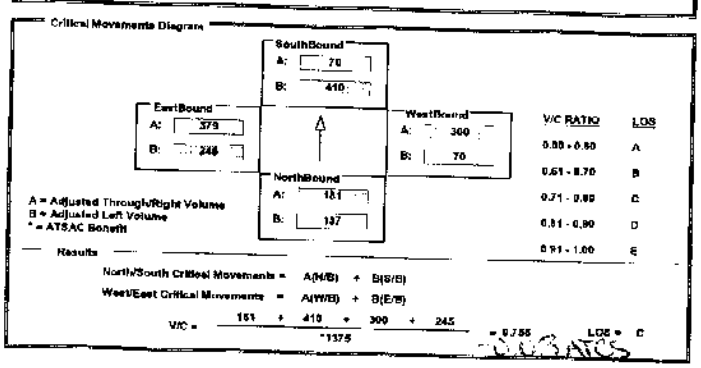
AM/PM: PM Comments: INT# 12

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	249	542	243	745	45	315	127	901	421	445	1137	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	542	243	745	45	315	127	901	421	445	1137	108
LANE	2 0 3	0 1	0 0	2 0 2	0 1	0	2 0 3	0 1	0	2 0 3	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (151 + 410 + 300 + 245) / 1375 = 0.755 LOS = C

-0.03 ATCS

0.726

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

AM/PM: PM Comments: INT# 13

COUNT DATE: STUDY DATE: GROWTH FACTOR:

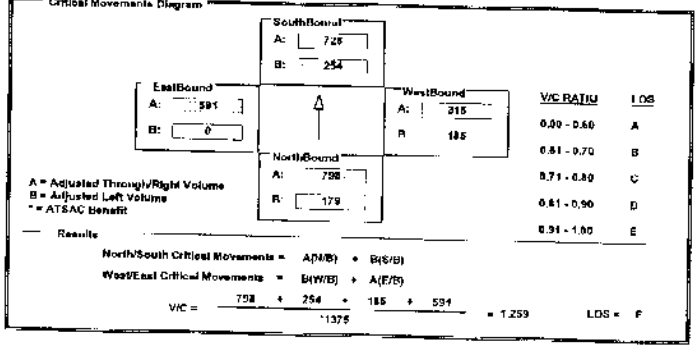
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	179	2236	157	254	2170	15	185	953	177	0	1494	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2236	157	254	2170	15	185	953	177	0	1494	278

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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



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 = (798 + 254 + 185 + 591) / 1375 = 1.259 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

AM/PM: PM Comments: INT# 14

COUNT DATE: STUDY DATE: GROWTH FACTOR:

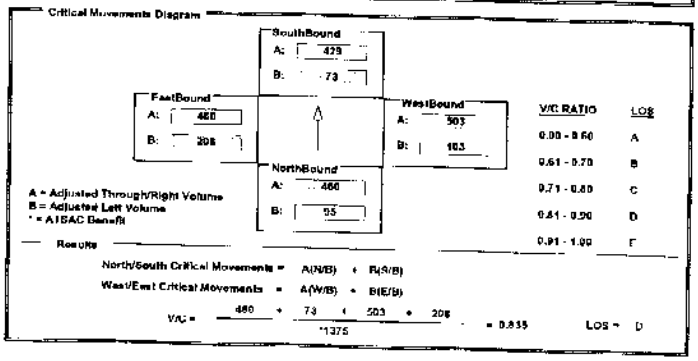
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	173	1122	257	73	1079	208	188	983	22	208	1324	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	1122	257	73	1079	208	188	983	22	208	1324	115

LANE: 2 0 2 0 1 0 0 | 1 0 2 0 1 0 0 | 2 0 1 0 1 0 0 | 1 0 2 0 1 0 0

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

Critical Movements Diagram



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 = (480 + 73 + 503 + 208) / 1375 = 0.835 LOS = D

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

AM/PM: PM Comments: INT# 15

COUNT DATE: STUDY DATE: GROWTH FACTOR:

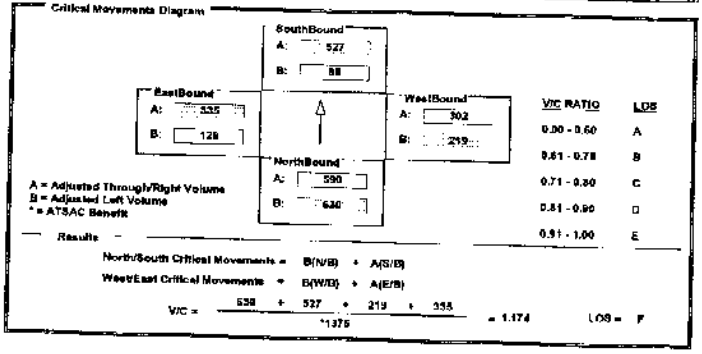
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1145	1769	328	160	1580	127	399	450	153	129	850	1754
AMBIENT												
RELATED												
PROJECT												
TOTAL	1145	1769	328	160	1580	127	399	450	153	129	850	1754

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

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

Critical Movements Diagram



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 = (630 + 527 + 219 + 335) / 1375 = 1.174 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

AM/PM: PM Comments: INT# 16

COUNT DATE: STUDY DATE: GROWTH FACTOR:

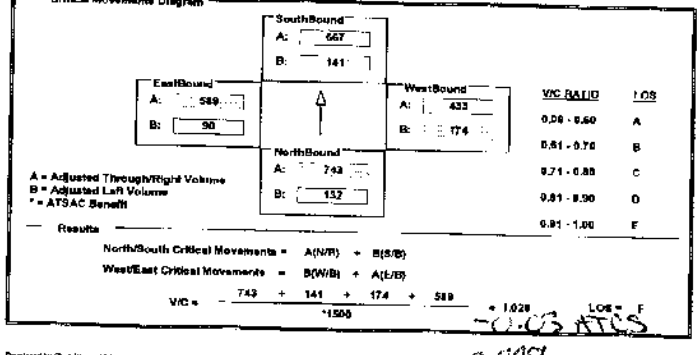
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	132	1389	97	141	1333	65	174	741	125	90	1067	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	1389	97	141	1333	65	174	741	125	90	1067	111

LANE: 1 0 1 0 1 0 0 | 1 0 2 0 1 0 0 | 1 0 1 0 1 0 0 | 1 0 1 0 1 0 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



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 = (743 + 141 + 174 + 589) / 1500 = 1.028 LOS = F

-0.03 ATCS

0.998

LOS=E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680

AM/PM: PM Comments: INT# 17

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	3865	43	0	4734	63	697	51	406	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3865	43	0	4734	63	697	51	406	0	0	0
LANE	0 0 4	0 0 1 0		0 0 4	0 0 1 0		1 1 0	0 2 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 1184 B: 0

EastBound A: 0 B: 0

WestBound A: 374 B: 374

NorthBound A: 966 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 = (0 + 1184 + 374 + 0) / *1500 = 0.965 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: PM Comments: INT# 18

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	1131	474	17	1299	0	1222	0	1	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1131	474	17	1299	0	1222	0	1	0	0	0
LANE	0 0 1	0 1 1	0	0 1 1	0 0 0		2 0 0	0 1 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 701 B: 17

EastBound A: 0 B: 0

WestBound A: 1 B: 672

NorthBound A: 566 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 = (0 + 701 + 672 + 0) / *1500 = 0.845 LOS = D

-0.03 ATCS

0.815

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY EB RAMPS I/S No: 20380

AM/PM: PM Comments: INT# 19

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	1222	765	333	1875	0	0	0	0	70	0	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1222	765	333	1875	0	0	0	0	70	0	137
LANE	0 0 2	0 0 2 0		1 0 3	0 0 0 0		0 0 0	0 0 0		1 1 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 625 B: 333

EastBound A: 137 B: 35

WestBound A: 0 B: 0

NorthBound A: 611 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 = (611 + 333 + 0 + 137) / *1500 = 0.661 LOS = B

-0.03 ATCS

0.621

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA EXWY WB RAMPS I/S No: 20400

AM/PM: PM Comments: INT# 20

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	216	1076	0	0	970	136	557	465	0	159	0	680
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1076	0	0	970	136	557	465	0	159	0	680
LANE	1 0 2	0 0 0		0 0 2	0 1		1 0	1 1 0		1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 389 B: 0

EastBound A: 599 B: 159

WestBound A: 341 B: 341

NorthBound A: 638 B: 216

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 = (216 + 389 + 341 + 680) / *1425 = 1.057 LOS = F

-0.03 ATCS

1.027

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 98226

AM/PM: PM Comments: INT# 21

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	589	739	35	713	1	1006	0	8	36	219	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	589	739	35	713	1	1006	0	8	36	219	198
LANE	0	0	2	0	0	2	1	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 357 B: 35
EastBound A: 453 B: 36
WestBound A: 8 B: 383
NorthBound A: 295 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 = (0 + 357 + 383 + 453) / 1425 = 0.886 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

AM/PM: PM Comments: INT# 22

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	149	4	1329	179	82	2	17	427	84	21	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	149	4	1329	179	82	2	17	427	84	21	6
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 261 B: 492
EastBound A: 113 B: 84
WestBound A: 222 B: 0
NorthBound A: 77 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 = (77 + 492 + 222 + 113) / 1375 = 0.587 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 98322

AM/PM: PM Comments: INT# 23

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	3075	215	167	3386	50	709	328	383	287	519	433
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	3076	215	167	3386	50	709	328	383	287	519	433
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	1	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: 849 B: 92
EastBound A: 354 B: 269
WestBound A: 337 B: 396
NorthBound A: 1825 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 = A(N/B) + B(S/B)

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

V/C = (1825 + 92 + 396 + 354) / 1376 = 1.553 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

AM/PM: PM Comments: INT# 24

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	2578	98	105	2253	170	55	45	35	151	110	784
AMBIENT												
RELATED												
PROJECT												
TOTAL	630	2578	98	105	2253	170	55	45	35	151	110	784
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	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: 808 B: 105
EastBound A: 110 B: 151
WestBound A: 80 B: 55
NorthBound A: 859 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) + B(E/B)

V/C = (347 + 808 + 80 + 151) / 1425 = 0.983 = 0.813 ATSAC LOS = E

0.813 LOS = D

Developed by Chao Wang, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

AM/PM: PM Comments: INT# 25

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	449	95	554	894	57	141	81	288	33	52	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	449	95	554	894	57	141	81	288	33	52	10
LANE	1 0 1 0	1 0 0		1 0 0 0	1 0 0		1 0 1 0	1 0		0 0 0 1 0	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: 951 B: 554

EastBound A: 95 B: 33

WestBound A: 81 B: 141

NorthBound A: 272 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 = B(W/B) + A(E/B)

V/C = (17 + 951 + 141 + 95) / 1375 = 0.876 LOS = D

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

AM/PM: PM Comments: INT# 26

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	3151	629	523	3122	0	1008	0	178	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3151	629	523	3122	0	1008	0	178	0	0	0
LANE	0 0 4 0	0 1 0		2 0 3 0	0 0		3 0 0 0	0 1 0		0 0 0 0	0 0	
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 1041 B: 258

EastBound A: 0 B: 0

WestBound A: 0 B: 373

NorthBound A: 788 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 = (788 + 258 + 373 + 0) / 1425 = 0.947 LOS = E

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

AM/PM: PM Comments: INT# 27

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	2	18	1139	0	218	0	636	926	133	513	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	18	1139	0	218	0	636	926	133	513	0
LANE	0 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		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 570 B: 870

EastBound A: 257 B: 73

WestBound A: 357 B: 0

NorthBound A: 20 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 = (20 + 870 + 357 + 73) / 1375 = 0.872 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

AM/PM: PM Comments: INT# 28

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	3069	1047	321	3736	118	254	398	434	159	276	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	3069	1047	321	3736	118	254	398	434	159	276	199
LANE	1 0 3 0	0 1 0		2 0 3 0	1 0		2 0 3 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: 964 B: 177

EastBound A: 124 B: 87

WestBound A: 346 B: 140

NorthBound A: 1023 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 = A(N/B) + B(S/B)

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

V/C = (1023 + 177 + 346 + 87) / 1375 = 1.118 LOS = F

Developed by Chun Wong, 2004

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

AM/PM: PM Comments: INT# 29

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	177	414	123	101	699	36	185	784	79	41	708	220
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	414	123	101	699	36	185	784	79	41	708	220

LANE: 1 0 1 | 0 0 1 | 0 1 0 | 0 1 0 | 1 0 2 | 0 0 1 | 0 1 0 | 1 0 0

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

Critical Movements Diagram

SouthBound A: 699 B: 101

EastBound A: 464 B: 41

WestBound A: 393 B: 185

NorthBound A: 414 B: 177

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 = (177 + 699 + 185 + 464) / 1425 = 1.000 LOS = F

ATSAC

0.97

LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: PM Comments: INT# 30

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	249	27	336	0	0	0	587	618	787	346	1326	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	27	336	0	0	0	587	618	787	346	1326	0

LANE: 1 0 0 | 1 0 0 | 0 0 0 | 0 0 0 | 0 0 2 | 0 0 1 | 0 1 0 | 1 0 3 | 0 0 0 | 0

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

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 442 B: 346

WestBound A: 787 B: 587

NorthBound A: 368 B: 249

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 = (368 + 0 + 787 + 346) / 1200* = 1.177 LOS = F

SOT

ATSAC

1.177

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

AM/PM: PM Comments: INT# 31

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	150	0	689	507	861	0	346	1177	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	150	0	689	507	861	0	346	1177	154

LANE: 0 0 0 | 0 0 0 | 0 0 0 | 1 0 0 | 1 0 1 | 0 | 2 0 2 | 0 0 0 | 0 | 0 0 3 | 0 0 0 | 1 0

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

Critical Movements Diagram

SouthBound A: 345 B: 150

EastBound A: 392 B: 346

WestBound A: 431 B: 279

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 = (0 + 345 + 279 + 392) / 1200* = 0.777 LOS = C

ATSAC

0.147

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

AM/PM: PM Comments: INT# 32

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	67	2511	309	85	2573	615	374	542	207	524	754	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	2511	309	85	2573	615	374	542	207	524	754	281

LANE: 1 0 2 | 0 1 0 | 0 1 0 | 0 3 0 | 0 1 0 | 2 0 2 | 0 0 1 | 0 2 0 | 1 0 1 | 0 1 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	OLA	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 858 B: 85

EastBound A: 619 B: 288

WestBound A: 271 B: 206

NorthBound A: 936 B: 67

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)

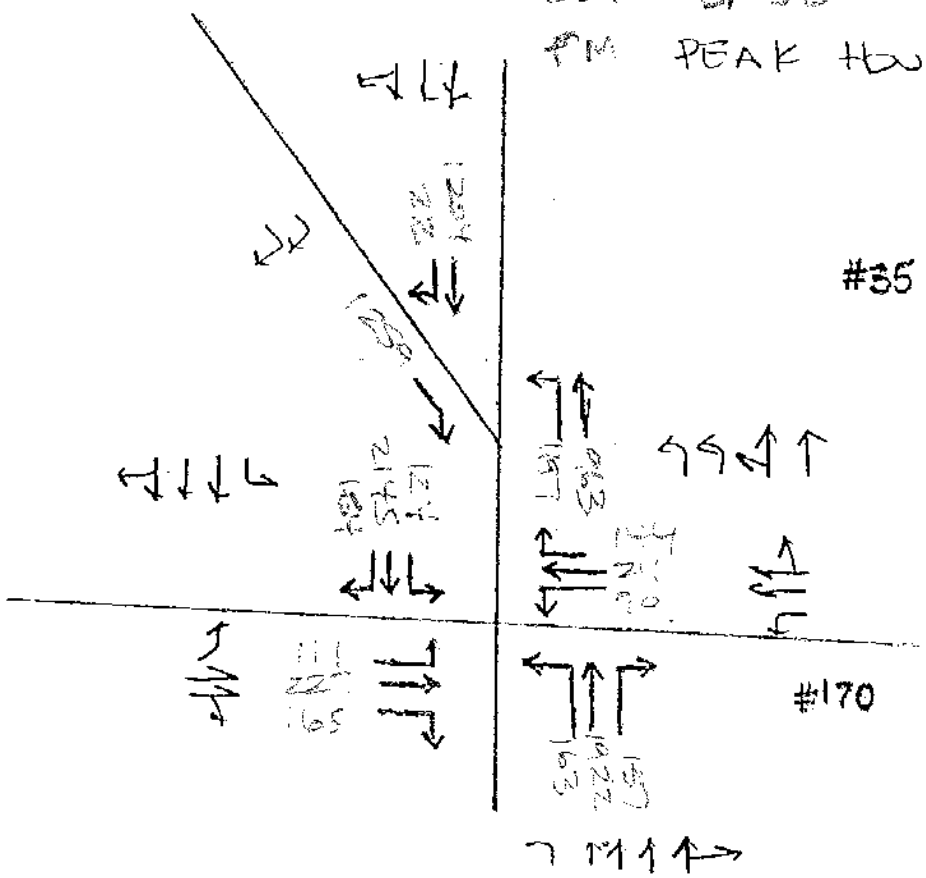
West/East Critical Movements = A(W/B) + A(E/B)

V/C = (936 + 85 + 271 + 518) / 1425 = 1.202 LOS = F

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#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 EXISTING
PM PEAK HOUR



① 1259/2 = 630 OR 1197/3 = 399 OR (163) OR (1922 − 37)/4 = 5:5

② 630 − 163 = (467) OR 399 OR (215 + 184)/3 = 776 − 409 − 124 = 243 OR 5:5

③ (1207 + 22)/3 = (409) OR 776 OR 5:5

④ 399 OR (127) OR 776

⑤ 399 OR (111 + 211 + 194)/2 = (289) OR (90 + 227 + 165)/2 = 289

CRITICAL VOLUMES = 163 + 467 + 409 + 127 + 289 = 1452

V/C = (1452/1375) − 0.07 ATSAC = 0.986 LOS E

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

AM/PM: PM Comments: INT# 33

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	44	2979	871	305	2146	752	873	423	383	101	300	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	2979	871	305	2146	752	873	423	383	101	300	104
LANE	1 0 3 0	1 1 0		2 0 3 0	1 0		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: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 752 B: 168

EastBound A: 135 B: 101

WestBound A: 212 B: 460

NorthBound A: 770 B: 44

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 = (770 + 168 + 460 + 135) / 1375 = 1.459 LOS = F

Developed by Chun Wong 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

AM/PM: PM Comments: INT# 34

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	411	776	52	534	703	192	67	706	571	186	870	486
AMBIENT												
RELATED												
PROJECT												
TOTAL	411	776	52	534	703	192	67	706	571	186	870	486
LANE	2 0 1 0	1 0 0		1 0 2 0	2 0		0 1 0	2 0 2 0	0 1 0	2 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: 352 B: 294

EastBound A: 455 B: 102

WestBound A: 424 B: 57

NorthBound A: 414 B: 228

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 = (414 + 294 + 424 + 102) / 1375 = 0.897 LOS = D

Developed by Chun Wong 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

AM/PM: PM Comments: INT# 36

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	2326	216	0	2381	1259	0	0	0	962	290	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2326	216	0	2381	1259	0	0	0	962	290	23
LANE	0 0 2 0	1 0		0 0 2 0	1 1 0		0 0 0 0	0 0		3 0 0 0	1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 913 B: 0

EastBound A: 313 B: 356

WestBound A: 0 B: 0

NorthBound A: 847 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 = (0 + 913 + 0 + 356) / 1500 = 0.776 LOS = C

Developed by Chun Wong 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

AM/PM: PM Comments: INT# 37

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	250	2414	271	337	2836	76	197	558	216	246	1031	532
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	2414	271	337	2836	76	197	558	216	246	1031	532
LANE	2	0	2	0	1	0	2	0	2	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 971 B: 135

EastBound A: 516 B: 246

WestBound A: 279 B: 197

NorthBound A: 855 B: 138

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 = (135 + 971 + 197 + 516) / 1375 = 1.255 LOS = F

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

AM/PM: PM Comments: INT# 38

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	219	6	255	0	0	0	0	1552	157	554	1664	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	6	255	0	0	0	0	1552	157	554	1664	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 554 B: 305

WestBound A: 388 B: 0

NorthBound A: 261 B: 219

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 = (261 + 0 + 388 + 305) / 1425 = 0.669 LOS = B

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99164

AM/PM: PM Comments: INT# 39

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	241	17	567	317	1455	0	0	1975	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	241	17	567	317	1455	0	0	1975	219
LANE	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	3	0	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 312 B: 241

EastBound A: 439 B: 0

WestBound A: 485 B: 317

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	F

Results

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

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

V/C = (0 + 312 + 317 + 439) / 1425 = 0.749 LOS = C

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

AM/PM: PM Comments: INT# 40

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	175	11	296	0	0	0	282	1238	208	390	1515	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	11	296	0	0	0	282	1238	208	390	1515	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 505 B: 215

WestBound A: 482 B: 282

NorthBound A: 296 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 = A(N/B) + A(S/B)

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

V/C = (296 + 0 + 482 + 215) / 1200* = 0.758 LOS = C

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

AM/PM: PM Comments: INT# 41

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	295	0	337	282	1418	0	390	1218	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	295	0	337	282	1418	0	390	1218	109
LANE	0	0	0	0	0	0	1	2	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: <none>	Phasing: Prot-Flx	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 316 B: 295

EastBound A: 442 B: 0

WestBound A: 473 B: 155

NorthBound A: 0 B: 0

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 = B(W/B) + A(E/B)

V/C = 0 + 316 + 155 + 442 / 1200* = 0.891 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

AM/PM: PM Comments: INT# 42

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	137	2001	6	56	2166	84	18	12	17	627	18	460
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	2001	6	56	2166	84	18	12	17	627	18	460
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 750 B: 56

EastBound A: 422 B: 323

WestBound A: 47 B: 18

NorthBound A: 502 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 = A(W/B) + A(E/B)

V/C = 75 + 750 + 47 + 422 / 1376 = 0.871 LOS = D

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

AM/PM: PM Comments: INT# 43

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	597	137	45	535	212	219	1061	53	205	1314	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	597	137	45	535	212	219	1061	53	205	1314	83
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 268 B: 45

EastBound A: 557 B: 205

WestBound A: 531 B: 219

NorthBound A: 299 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 = 299 + 45 + 219 + 557 / 1375 = 0.817 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

AM/PM: PM Comments: INT# 44

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	133	2321	158	88	2331	147	266	431	83	103	205	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	2321	158	88	2331	147	266	431	83	103	205	95
LANE	1	0	3	0	1	0	1	0	3	0	1	0	2	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 777 B: 88

EastBound A: 155 B: 103

WestBound A: 257 B: 148

NorthBound A: 774 B: 138

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 = 133 + 777 + 257 + 103 / 1375 = 0.854 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20250

AM/PM: PM Comments: INT# 45

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	50	3820	40	263	2973	251	42	64	239	154	56	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	3820	40	263	2973	251	42	64	239	154	56	24
LANE	1 0 3 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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1075 B: 263

EastBound A: 50 B: 154

WestBound A: 107 B: 42

NorthBound A: 965 B: 50

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 = (965 + 263 + 107 + 154) / 1375 = 1.013 LOS = F

Developed by Chen Wang 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20260

AM/PM: PM Comments: INT# 46

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	65	3054	157	203	2154	508	188	493	325	515	579	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	3054	157	203	2154	508	188	493	325	515	579	174
LANE	1 0 3 0	1 0 0		1 0 2 0	1 0 0		1 0 2 0	1 0 0		1 0 2 0	1 0 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: 587 B: 203

EastBound A: 290 B: 515

WestBound A: 247 B: 188

NorthBound A: 808 B: 65

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 = (808 + 203 + 247 + 515) / 1375 = 1.217 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: PM Comments: INT# 47

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	2578	303	873	2415	0	397	0	832	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2578	303	873	2415	0	397	0	832	0	0	0
LANE	0 0 2 0	1 0 0		2 0 3 0	0 0 0		2 0 0 0	1 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: 505 B: 480

EastBound A: 0 B: 0

WestBound A: 215 B: 218

NorthBound A: 960 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 = (960 + 480 + 218 + 0) / 1425 = 1.094 LOS = F

1.004

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXELLA AV I/S No: 20453

AM/PM: PM Comments: INT# 48

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	2514	382	295	2504	151	551	83	396	118	111	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	2514	382	295	2504	151	551	83	396	118	111	173
LANE	2 0 3 0	1 0 0		2 0 3 0	1 0 0		1 1 0 0	0 0 1 0		1 1 0 0	1 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: 664 B: 162

EastBound A: 111 B: 118

WestBound A: 317 B: 317

NorthBound A: 938 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	F

Results

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

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

V/C = (838 + 162 + 317 + 118) / 1375 = 0.974 LOS = E

0.944

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 07:04:19 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

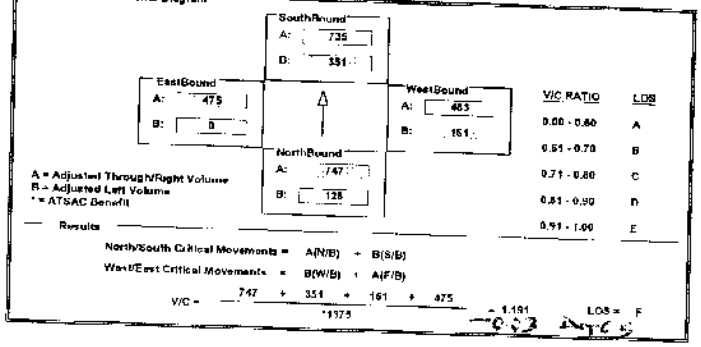
AM/PM: PM Comments: INT# 49

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	128	2242	303	351	2053	151	292	746	219	0	841	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	2242	303	351	2053	151	292	746	219	0	841	109
LANE	1 0 3	0 0 1	0 1 0	1 0 2	0 1 0	0 0 1	2 0 1	0 1 0	0 1 0	0 0 1	0 1 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



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 = (747 + 351 + 161 + 475) / *1375 = 1.191 LOS = F

-0.03 ATC

1.161

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 07:04:19 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

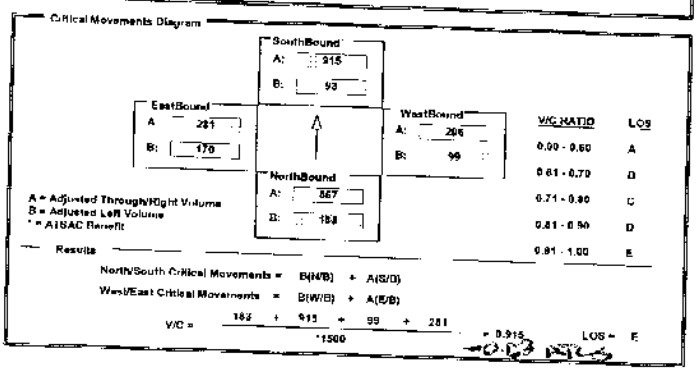
AM/PM: PM Comments: INT# 50

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	183	1681	53	93	1829	192	99	206	85	170	377	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1681	53	93	1829	192	99	206	85	170	377	185
LANE	1 0 1	0 1 0	0	1 0 2	0 0 1	0	1 0 1	0 1 0	0 1 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



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 = (183 + 915 + 99 + 281) / *1500 = 0.915 LOS = E

-0.03 ATC

0.885 Mod

2010PM

CalcaDB

July 16, 2003 ,Wednesday 07:04:19 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

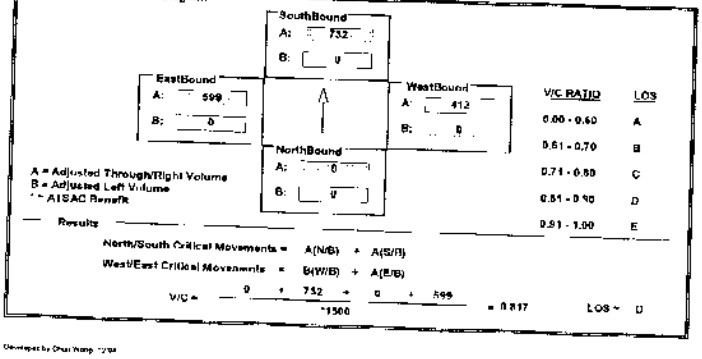
AM/PM: PM Comments: INT# 51

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	0	0	0	2929	0	0	1647	2453	0	2397	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2929	0	0	1647	2453	0	2397	0
LANE	0 0 0	0 0 0	0 0 0	0 0 4	0 0 0	0 0 0	0 0 4	0 0 3	0 0	0 0 4	0 0 0	0 0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 732 + 0 + 599) / *1500 = 0.887 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 07:04:19 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20256

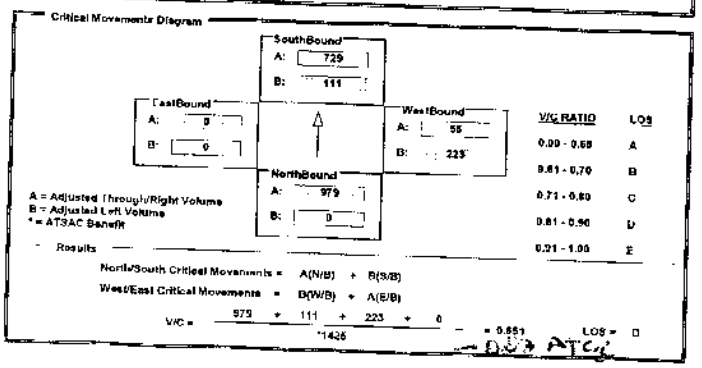
AM/PM: PM Comments: INT# 52

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	3914	506	202	2914	0	603	0	114	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3914	506	202	2914	0	603	0	114	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: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (979 + 111 + 223 + 0) / *1425 = 0.851 LOS = D

-0.03 ATC

0.821

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

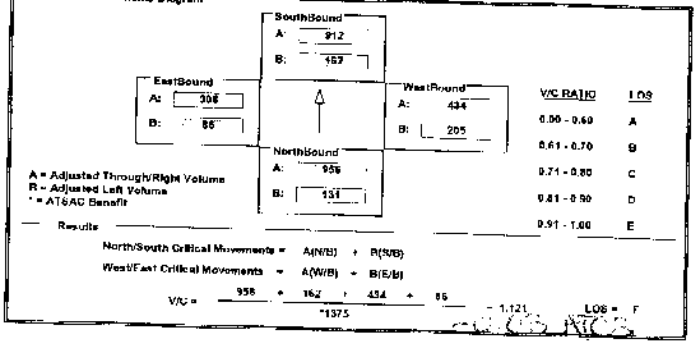
AM/PM: PM Comments: INT# 53

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	239	1758	156	295	1743	80	372	867	240	157	923	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	239	1758	156	295	1743	80	372	867	240	157	923	194
LANE	2	0	1	0	1	0	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



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 = (958 + 162 + 434 + 86) / 1375 = 1.121 LOS = F

ATCS

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1.121

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

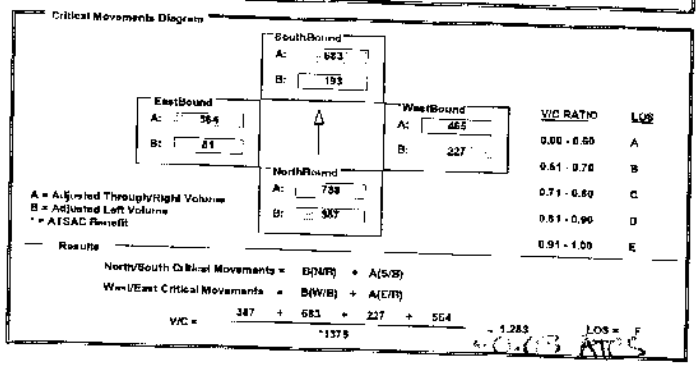
AM/PM: PM Comments: INT# 54

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	704	1885	328	350	1788	259	413	930	289	148	1089	758
AMBIENT												
RELATED												
PROJECT												
TOTAL	704	1885	328	350	1788	259	413	930	289	148	1089	758
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (387 + 683 + 227 + 564) / 1375 = 1.283 LOS = F

ATCS

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1.253

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20960

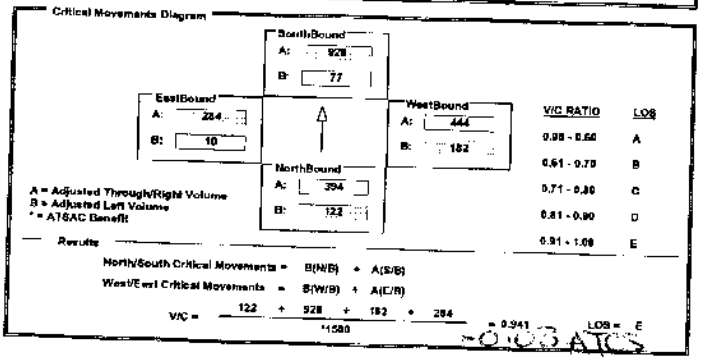
AM/PM: PM Comments: INT# 55

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	122	545	243	77	882	46	182	166	96	10	195	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	545	243	77	882	46	182	166	96	10	195	79
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (122 + 928 + 182 + 284) / 1500 = 0.941 LOS = E

ATCS

Developed by Chun Wong, 1994

0.941

2010PM

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20160

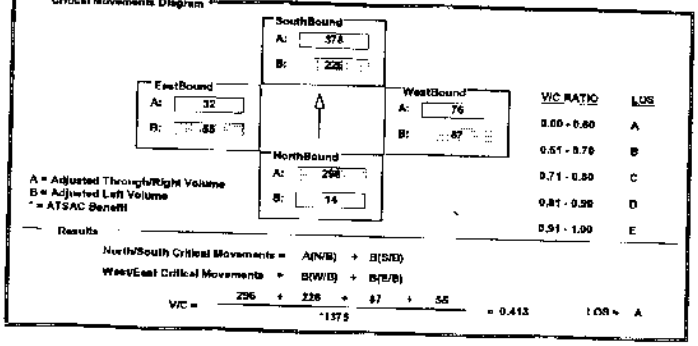
AM/PM: PM Comments: INT# 56

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	TH	RT	SOUTHBOUND LT	TH	RT	WESTBOUND LT	TH	RT	EASTBOUND LT	TH	RT
EXISTING	14	591	104	226	714	42	87	25	189	55	17	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	591	104	226	714	42	87	25	189	55	17	32
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: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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) + B(E/B)

V/C = (296 + 226 + 87 + 55) / 1375 = 0.413 LOS = A

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

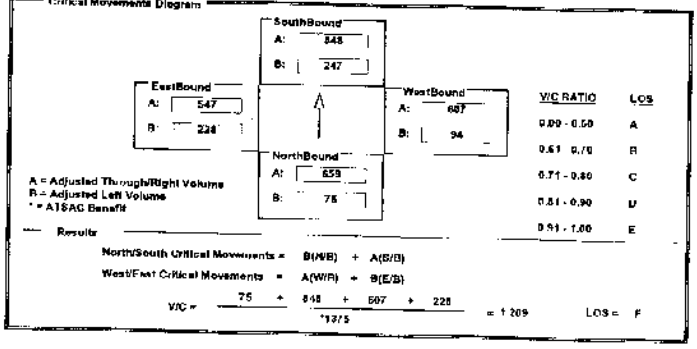
AM/PM: PM Comments: INT# 57

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	HT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	2527	109	449	2543	330	94	687	526	414	1093	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	2527	109	449	2543	330	94	687	526	414	1093	93
LANE	1 0 3 0 1 0 0			2 0 3 0 0 1 0			1 0 1 0 1 0 0			2 0 2 0 0 1 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



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 = (75 + 848 + 687 + 228) / 1375 = 1.209 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

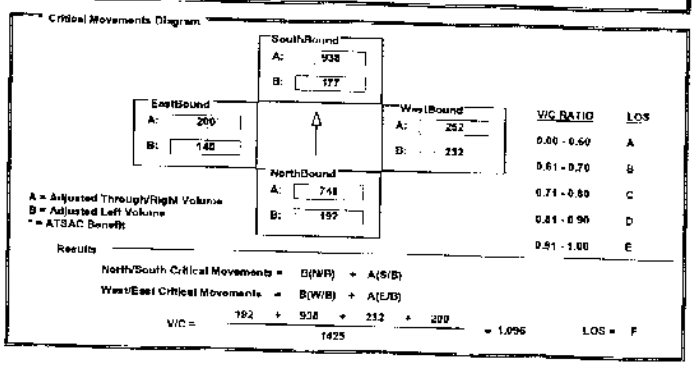
AM/PM: PM Comments: INT# 58

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	2992	179	321	3598	153	232	248	340	140	121	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	2992	179	321	3598	153	232	248	340	140	121	79
LANE	1 0 4 0 0 1 0			2 0 3 0 1 0 0			1 0 1 0 1 0 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (192 + 938 + 232 + 200) / 1425 = 1.096 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

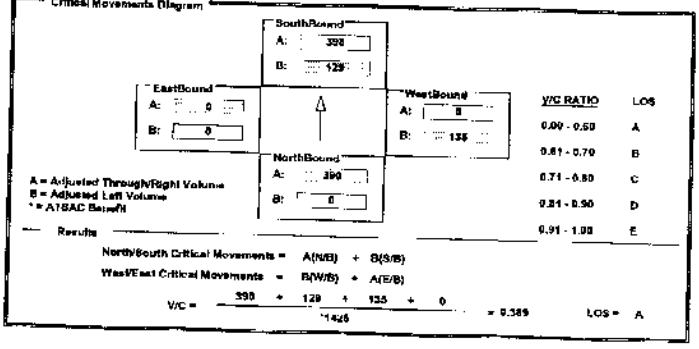
AM/PM: PM Comments: INT# 59

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	779	319	129	795	0	384	0	120	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	779	319	129	795	0	384	0	120	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		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (398 + 129 + 135 + 0) / 1425 = 0.589 LOS = A

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST./JEFFERSON BL I/S No: 99252

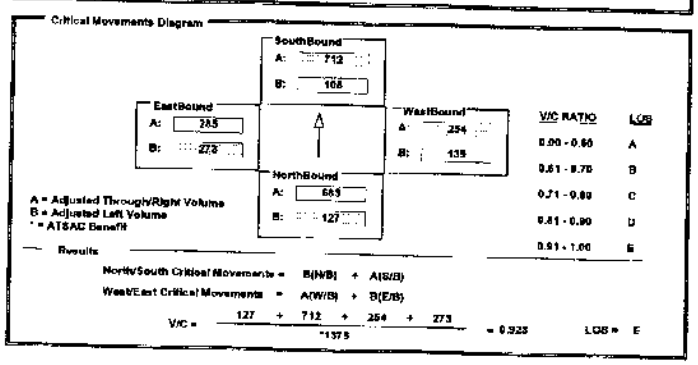
AM/PM: PM Comments: INT# 60

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	HT	LT	TH	RT	LT	TH	RT
EXISTING	127	1760	289	108	2137	493	252	510	253	497	539	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	1760	289	108	2137	493	252	510	253	497	539	31
LANE	1 0 2 0 1 0 0			1 0 2 0 1 1 0			2 0 2 0 1 0 0			2 0 1 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



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 = (127 + 712 + 254 + 273) / 1375 = 0.925 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

AM/PM: PM Comments: INT# 61

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	217	2173	337	685	3947	297	256	591	654	154	338	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	2173	337	685	3947	297	256	591	654	154	338	152
LANE	2	0	4	0	1	0	2	3	0	1	0	2	0	2	0	1	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: 1316 B: 377

EastBound A: 112 B: 85

WestBound A: 466 B: 141

NorthBound A: 643 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 = A(N/B) + A(S/B)

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

V/C = (119 + 1316 + 466 + 85) / 1375 = 1.444 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

AM/PM: PM Comments: INT# 62

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	164	653	149	230	1265	267	337	1437	350	258	1508	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	653	149	230	1265	267	337	1437	350	258	1508	154
LANE	0	1	0	0	1	0	1	0	1	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto

Critical Movements Diagram

SouthBound A: 766 B: 230

EastBound A: 502 B: 258

WestBound A: 479 B: 337

NorthBound A: 802 B: 164

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	F

Results

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

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

V/C = (802 + 230 + 337 + 502) / *1425 = 1.243 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

AM/PM: PM Comments: INT# 63

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	3757	0	0	0	0	0	0	1779	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3757	0	0	0	0	0	0	1779	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 658 B: 0

NorthBound A: 1256 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	F

Results

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

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

V/C = (1256 + 0 + 658 + 0) / 1500 = 1.278 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

AM/PM: PM Comments: INT# 64

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	70	3166	42	165	3437	364	60	62	78	316	76	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	3166	42	165	3437	364	60	62	78	316	76	63
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	0	1	0	0	1	0	2	0	1	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: 1146 B: 166

EastBound A: 76 B: 174

WestBound A: 76 B: 60

NorthBound A: 1069 B: 70

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 = (1069 + 155 + 76 + 174) / *1425 = 0.973 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99266

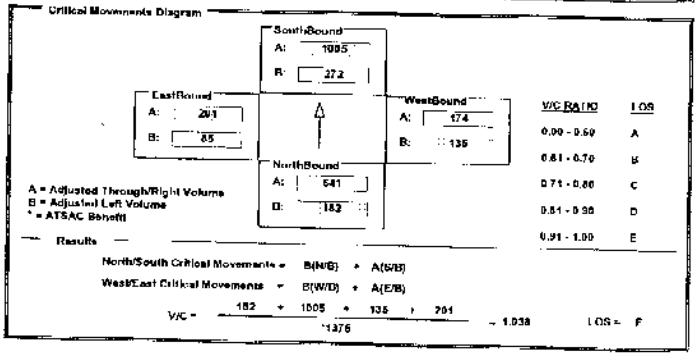
AM/PM: PM Comments: INT# 66

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	330	1853	71	494	1958	51	246	321	310	85	401	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	330	1853	71	494	1958	51	246	321	310	85	401	191
LANE	2	0	2	0	1	0	0	2	0	1	0	0	2	0	2	0	1	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: Auto	

Critical Movements Diagram



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 = (182 + 1995 + 135 + 201) / 1376 = 1.938 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

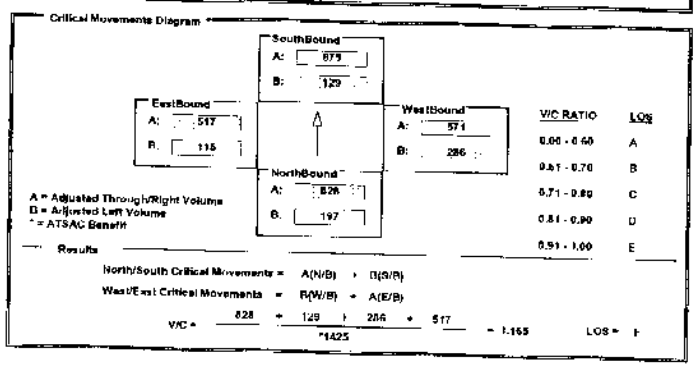
AM/PM: PM Comments: INT# 66

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	197	1655	460	129	1350	197	286	1713	210	115	1552	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	1655	460	129	1350	197	286	1713	210	115	1552	193
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (828 + 129 + 286 + 517) / 1425 = 1.165 LOS = F

Developed by Chen Wang, 2004

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 09156

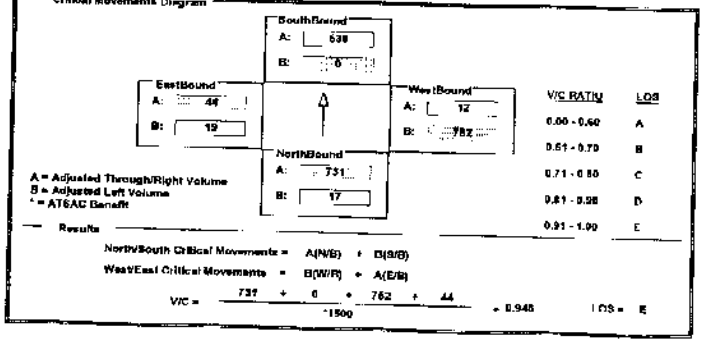
AM/PM: PM Comments: INT# 67

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	1461	1639	0	1914	1	1368	3	9	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1461	1639	0	1914	1	1368	3	9	19	0	25
LANE	1	0	2	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (731 + 0 + 782 + 44) / 1500 = 0.945 LOS = E

Developed by Chen Wang, 2004

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

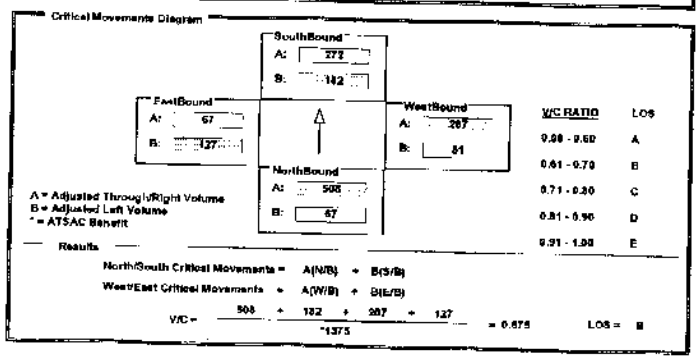
AM/PM: PM Comments: INT# 68

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	67	1015	124	182	815	207	51	86	207	231	67	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	1015	124	182	815	207	51	86	207	231	67	56
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (508 + 182 + 207 + 127) / 1375 = 0.875 LOS = D

Developed by Chen Wang, 2004

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

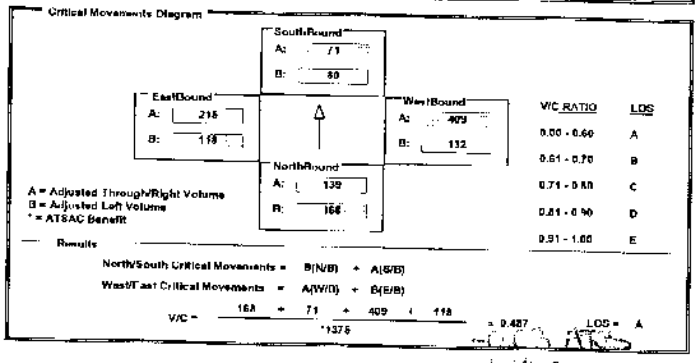
AM/PM: PM Comments: INT# 69

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	168	0	205	146	0	142	132	1227	58	118	758	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	0	205	146	0	142	132	1227	58	118	758	100
LANE	1	0	1	1	0	0	1	0	2	0	0	1	1	0	1	0	3	0	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (168 + 71 + 409 + 118) / *1375 = 0.487 LOS = A

Developed by Chun Wong, 12-04

C-357

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

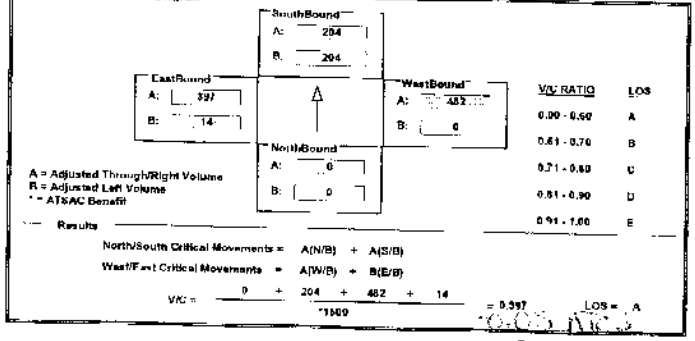
AM/PM: PM Comments: INT# 70

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	0	119	0	1397	49	14	1191	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	0	119	0	1397	49	14	1191	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 204 + 482 + 14) / *1500 = 0.597 LOS = A

Developed by Chun Wong, 12-04

C-357

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

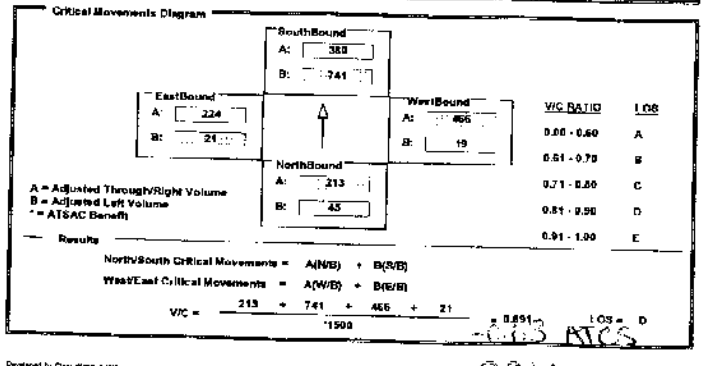
AM/PM: PM Comments: INT# 71

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	45	382	43	741	725	35	19	116	466	21	175	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	382	43	741	725	35	19	116	466	21	175	28
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (213 + 741 + 466 + 21) / *1500 = 0.891 LOS = D

Developed by Chun Wong, 12-04

C-361

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99298

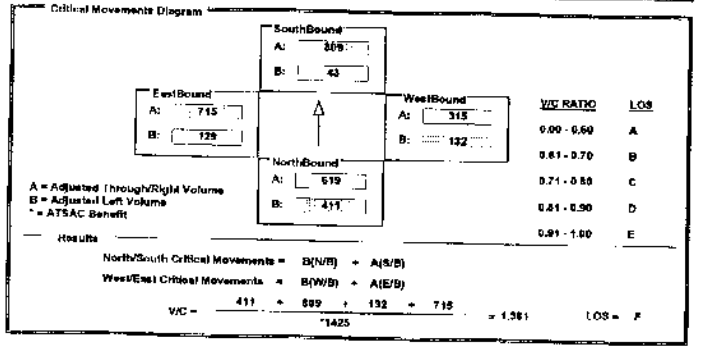
AM/PM: PM Comments: INT# 72

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	411	1059	178	43	1617	268	132	607	23	129	706	921
AMBIENT												
RELATED												
PROJECT												
TOTAL	411	1059	178	43	1617	268	132	607	23	129	706	921
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (411 + 809 + 132 + 715) / *1425 = 1.361 LOS = F

Developed by Chun Wong, 12-04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: PM Comments: INT# 73

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	1001	351	612	995	0	0	0	0	64	0	220
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1001	351	612	995	0	0	0	0	64	0	220
LANE	0	2	1	2	3	0	0	0	0	1	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 332 B: 337

EastBound A: 142 B: 64

WestBound A: 0 B: 0

NorthBound A: 451 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 = (451 + 337 + 0 + 142) / *1425 = 0.663 LOS = A

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0.663 ATCS

0.577

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: PM Comments: INT# 74

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	716	0	0	1420	43	175	28	414	34	0	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	716	0	0	1420	43	175	28	414	34	0	46
LANE	1	2	1	0	2	1	1	0	1	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: 468 B: 0

EastBound A: 80 B: 34

WestBound A: 221 B: 175

NorthBound A: 259 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	F

Results

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

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

V/C = (33 + 468 + 221 + 80) / *1425 = 0.507 LOS = A

0.507 ATCS

0.477

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: PM Comments: INT# 75

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	109	0	7	0	1395	223	0	2529	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	109	0	7	0	1395	223	0	2529	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 58 B: 56

EastBound A: 632 B: 0

WestBound A: 639 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 = (0 + 58 + 0 + 632) / *1500 = 0.396 LOS = A

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: PM Comments: INT# 76

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	109	187	387	169	115	6	340	1085	0	59	1946	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	187	387	169	115	6	340	1085	0	59	1946	47
LANE	1	2	0	1	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 61 B: 169

EastBound A: 456 B: 69

WestBound A: 367 B: 187

NorthBound A: 103 B: 109

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(F/B)

V/C = (195 + 169 + 187 + 456) / *1425 = 0.585 LOS = B

0.583 ATCS

0.575

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

AM/PM: PM Comments: INT# 77

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	124	899	225	80	1050	159	128	1098	104	80	820	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	899	225	80	1050	159	128	1098	104	80	820	98
LANE	1 0 1	0	1 0	0	1 0 1	0	1 0 1	0	0	0 1 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: 805 B: 80

EastBound A: 656 B: 80

WestBound A: 857 B: 128

NorthBound A: 962 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 = B(N/B) + A(S/B)

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

V/C = (124 + 805 + 857 + 80) / 1500 = 1.041 LOS = F

ATCS

1011

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: PM Comments: INT# 78

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	861	44	808	1566	0	33	0	725	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	861	44	808	1566	0	33	0	725	0	0	0
LANE	1 0 1	0	1 0 0	1 0 2	0	0 0	0 0 0	0	0 1 0	0 0 0	0	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 783 B: 806

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 453 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 = +

V/C = (453 + 806 + +) / 1500 = 0.769 LOS = C

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: PM Comments: INT# 79

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	130	63	695	40	20	56	381	300	14	22	344	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	63	695	40	20	56	381	300	14	22	344	30
LANE	1 0 1	0	1 0 0	1 0 1	0	0	1 0 1	0	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: 55 B: 40

EastBound A: 187 B: 22

WestBound A: 757 B: 381

NorthBound A: 695 B: 130

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 = (695 + 40 + 381 + 187) / 1500 = 0.799 LOS = C

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: PM Comments: INT# 80

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	185	418	73	86	672	162	99	194	69	129	181	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	418	73	86	672	162	99	194	69	129	181	300
LANE	1 0 1	0	0 1 0	1 0 1	0	0	1 0 1	0	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: 417 B: 86

EastBound A: 300 B: 129

WestBound A: 132 B: 99

NorthBound A: 415 B: 158

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 = (185 + 417 + 99 + 300) / 1500 = 0.597 LOS = A

ATCS

0567

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 McConnell / Jefferson [2010 Base PM]

Average Delay (sec/veh): 650.7 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	3 0 0	1	0	2 1 0
Volume Module:												
Base Vol:	0	0	0	131	0	61	19	1522	0	0	1484	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	131	0	61	19	1522	0	0	1484	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	131	0	61	19	1522	0	0	1484	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	131	0	61	19	1522	0	0	1484	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2040	xxxx	506	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	50	xxxx	517	450	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	49	xxxx	517	450	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	947.7	xxxx	12.9	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			650.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: PM Comments: INT# 81

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	148	121	3218	0	174	0	163	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4265	148	121	3218	0	174	0	163	0	0	0
LANE	0	0 4	0 0 1	0	2 0 4	0 0 0	0	1 0 0	0 0 1	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: 305 B: 67

EastBound A: 0 B: 0

WestBound A: 79 B: 112

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 = B(W/B) + A(E/B)

V/C = (1066 + 67 + 112 + 0) / 1425 = 0.864 LOS = D

C.774

LOS=C

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: PM Comments: INT# 82

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	449	812	102	173	780	127	166	908	135	201	1256	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	449	812	102	173	780	127	166	908	135	201	1256	0
LANE	2	1 0	0 1	0	2 0	0 1	0	2 0	1 0	1	2 0	1 0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 390 B: 173

EastBound A: 419 B: 201

WestBound A: 348 B: 166

NorthBound A: 357 B: 247

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 = (357 + 390 + 166 + 419) / 1425 = 0.865 LOS = D

C.855

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: PM Comments: INT# 83

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	131	0	61	0	1484	22	19	1522	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	131	0	61	0	1484	22	19	1522	0
LANE	0	0 0	0 0 0	0	1 0	0 0 1	0	1 0 2	0 1 0	1	0 3	0 0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 61 B: 131

EastBound A: 507 B: 19

WestBound A: 502 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 = (0 + 131 + 502 + 19) / 1600 = 0.435 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: PM Comments: INT# 84

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	26	119	298	101	74	12	282	1183	60	36	1143	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	119	298	101	74	12	282	1183	60	36	1143	123
LANE	1	0 1	0 0 2	0	1 0	0 0 1	0	0	0	2	0 2	0 1 0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 86 B: 101

EastBound A: 422 B: 36

WestBound A: 414 B: 155

NorthBound A: 119 B: 26

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 = (119 + 101 + 155 + 422) / 1425 = 0.489 LOS = A

C.459

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: PM Comments: INT# 85

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	316	0	88	0	1376	126	37	1410	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	316	0	88	0	1376	126	37	1410	0

LANE: 0 0 0 0 0 0 | 1 0 0 | 0 0 2 0 1 0 | 0 0 2 0 1 0 | 1 0 3 0 0 0 0

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

Critical Movements Diagram

SouthBound A: 88 B: 316

EastBound A: 470 B: 37

WestBound A: 501 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 = (0 + 316 + 501 + 37) / *1500 = 0.499 LOS = A

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0.499

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

AM/PM: PM Comments: INT# 86

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	158	2862	0	0	2281	270	0	0	0	210	0	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	2862	0	0	2281	270	0	0	0	210	0	95

LANE: 1 0 4 0 0 0 | 0 0 2 0 1 0 | 0 0 0 0 0 0 | 2 0 0 0 1 0

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

Critical Movements Diagram

SouthBound A: 850 B: 0

EastBound A: 95 B: 116

WestBound A: 0 B: 0

NorthBound A: 716 B: 158

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 = (158 + 850 + 0 + 116) / *1500 = 0.679 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

AM/PM: PM Comments: INT# 87

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	691	863	493	1092	0	0	0	0	42	1205	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	691	863	493	1092	0	0	0	0	42	1205	17

LANE: 0 0 1 0 1 1 0 | 2 0 2 0 0 0 | 0 0 0 0 0 0 | 1 0 1 0 1 0

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

Critical Movements Diagram

SouthBound A: 546 B: 271

EastBound A: 611 B: 42

WestBound A: 0 B: 0

NorthBound A: 818 B: 9

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 = (818 + 271 + 0 + 611) / *1425 = 0.912 LOS = E

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0.882 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

AM/PM: PM Comments: INT# 88

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	39	697	0	0	938	74	646	1077	460	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	697	0	0	938	74	646	1077	460	0	0	0

LANE: 0 1 1 0 0 0 | 0 0 3 0 0 1 | 1 1 1 0 0 1 | 0 0 0 0 0 0

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

Critical Movements Diagram

SouthBound A: 313 B: 0

EastBound A: 0 B: 0

WestBound A: 574 B: 574

NorthBound A: 455 B: 39

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 = (455 + 0 + 574 + 0) / *1425 = 0.558 LOS = B

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0.65

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

AM/PM: PM Comments: INT# 89

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	10	128	92	691	263	31	195	78	518	44	85	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	128	92	691	263	31	195	78	518	44	85	17

LANE: 0 1 0 | 0 0 1 0 | 1 0 0 | 0 1 0 0 | 1 0 1 0 | 0 1 0 | 0 0 0 1 0 0

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

Critical Movements Diagram

SouthBound A: 254 B: 691

EastBound A: 146 B: 44

WestBound A: 172 B: 195

NorthBound A: 138 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 = A(N/B) + B(S/B)

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

V/C = (138 + 691 + 195 + 146) / *1426 = 0.731 LOS = C

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0.721

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

AM/PM: PM Comments: INT# 90

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	412	0	0	0	511	1234	0	0	1017	289
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	412	0	0	0	511	1234	0	0	1017	289

LANE: 0 0 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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Split	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 609 B: 0

WestBound A: 617 B: 511

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) + A(S/B)

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

V/C = (412 + 0 + 511 + 609) / 1500 = 0.956 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: PM Comments: INT# 91

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	3188	54	137	3356	230	55	54	37	182	89	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	3188	54	137	3356	230	55	54	37	182	89	152

LANE: 1 0 2 | 0 1 0 | 0 | 1 0 3 | 0 0 1 | 0 | 0 1 0 | 0 1 0 | 0 | 1 0 1 | 0 0 1 | 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 1119 B: 137

EastBound A: 152 B: 182

WestBound A: 73 B: 55

NorthBound A: 1081 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 = (252 + 1119 + 73 + 182) / *1500 = 1.014 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: PM Comments: INT# 92

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	55	3523	32	112	3338	69	9	58	49	63	67	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	3523	32	112	3338	69	9	58	49	63	67	43

LANE: 1 0 3 | 0 1 0 | 0 | 1 0 2 | 0 1 0 | 0 | 1 0 0 | 0 1 0 | 0 | 1 0 1 | 0 0 1 | 0

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 1136 B: 112

EastBound A: 67 B: 63

WestBound A: 107 B: 9

NorthBound A: 888 B: 55

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 = (55 + 1136 + 107 + 63) / *1500 = 0.837 LOS = D

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

AM/PM: PM Comments: INT# 93

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	462	69	165	796	87	177	1369	1	79	1359	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	462	69	165	796	87	177	1369	1	79	1359	81
LANE	0	0	1	0	0	0	1	0	0	1	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: 1045 B: 165

EastBound A: 480 B: 79

WestBound A: 457 B: 177

NorthBound A: 572 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 = B(N/B) + A(S/B)

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

V/C = (41 + 1045 + 177 + 480) / *1500 = 1.094 LOS = F

ATSAC

1004

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92901

AM/PM: PM Comments: INT# 94

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	462	294	390	195	457	50	554	605	179	58	761	335
AMBIENT												
RELATED												
PROJECT												
TOTAL	462	294	390	195	457	50	554	605	179	58	761	335
LANE	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 507 B: 195

EastBound A: 548 B: 58

WestBound A: 392 B: 554

NorthBound A: 390 B: 554

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 = (390 + 507 + 554 + 548) / *1425 = 1.333 LOS = F

ATSAC

1303

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SEPULVEDA BL I/S No: 99214

AM/PM: PM Comments: INT# 95

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	333	1	43	14	0	4	128	1619	10	21	2177	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	333	1	43	14	0	4	128	1619	10	21	2177	125
LANE	2	0	0	0	1	1	0	0	0	1	0	0	2	0	2	0	1	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: 18 B: 14

EastBound A: 726 B: 21

WestBound A: 543 B: 70

NorthBound A: 22 B: 183

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 = (183 + 18 + 70 + 726) / 1500 = 0.665 LOS = B

Developed by Chun Wong, 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

AM/PM: PM Comments: INT# 96

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	311	0	299	0	805	246	237	1126	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	311	0	299	0	805	246	237	1126	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 180 B: 171

EastBound A: 563 B: 237

WestBound A: 403 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 = (0 + 180 + 403 + 237) / 1425 = 0.575 LOS = A

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99218

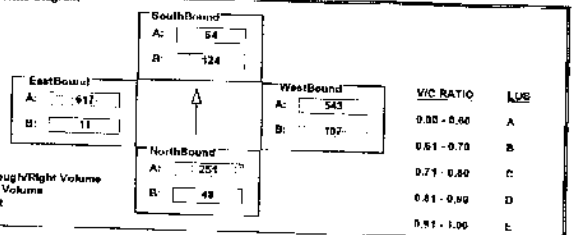
AM/PM: PM Comments: INT# 97

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	17	484	124	31	97	195	1583	45	20	1851	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	17	484	124	31	97	195	1583	45	20	1851	172
LANE	1	0	0	0	1	0	1	0	0	0	1	0	2	0	2	0	1	0	0	2	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (251 + 124 + 107 + 617) / 1425 = 0.771 LOS = C

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

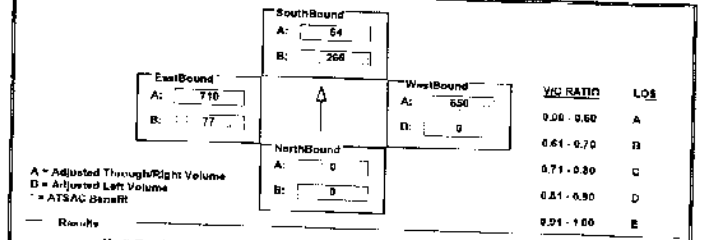
AM/PM: PM Comments: INT# 98

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	483	0	64	0	963	337	77	1420	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	483	0	64	0	963	337	77	1420	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 266 + 650 + 77) / 1508 = 0.662 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

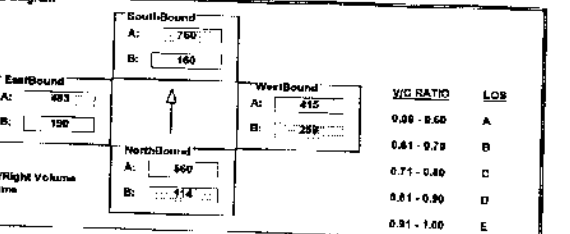
AM/PM: PM Comments: INT# 99

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	114	1119	163	160	1520	258	259	830	114	190	823	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	114	1119	163	160	1520	258	259	830	114	190	823	102
LANE	1	0	2	0	1	0	1	0	2	0	0	1	0	1	0	2	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



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

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

Results

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

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

V/C = (114 + 760 + 259 + 483) / 1500 = 0.994 LOS = E

0.83 ATSAC

0.164

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

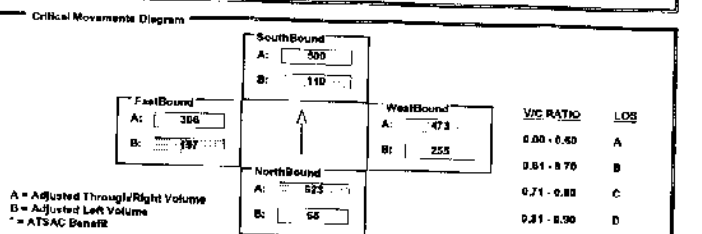
AM/PM: PM Comments: INT# 100

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	1068	177	200	999	182	255	739	208	197	612	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1068	177	200	999	182	255	739	208	197	612	221
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	1	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



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

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

Results

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

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

V/C = (623 + 110 + 473 + 197) / 1375 = 0.968 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

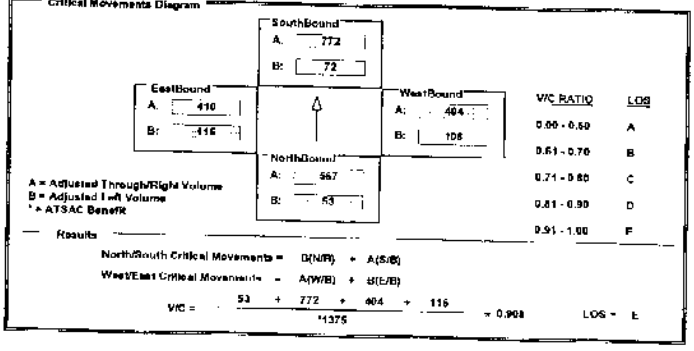
AM/PM: PM Comments: INT# 101

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	98	1133	38	72	1543	186	108	940	272	210	819	205
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1133	38	72	1543	186	108	940	272	210	819	205
LANE	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	2	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



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 = (53 + 772 + 404 + 116) / *1375 = 0.903 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

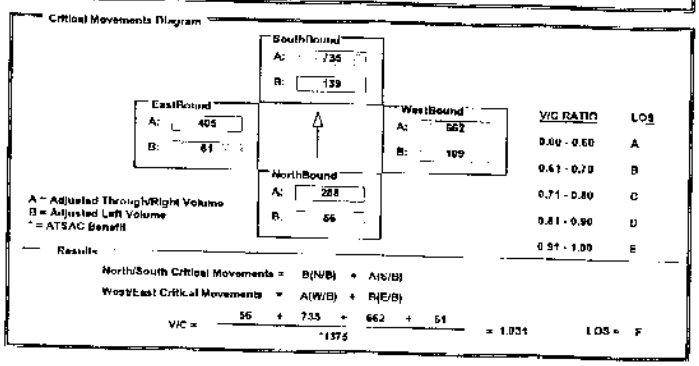
AM/PM: PM Comments: INT# 102

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	56	351	224	139	1126	344	109	983	340	61	1071	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	351	224	139	1126	344	109	983	340	61	1071	143
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	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



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 = (56 + 735 + 662 + 51) / *1375 = 1.034 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

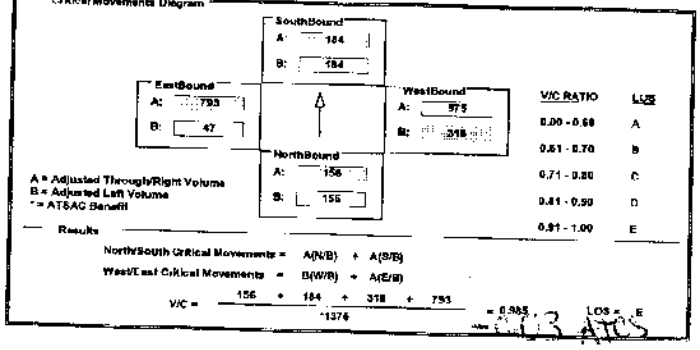
AM/PM: PM Comments: INT# 103

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	125	294	229	139	106	318	1150	426	47	1585	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	125	294	229	139	106	318	1150	426	47	1585	228
LANE	1	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	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



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 = (156 + 184 + 318 + 793) / *1375 = 0.985 LOS = E

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0.95

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

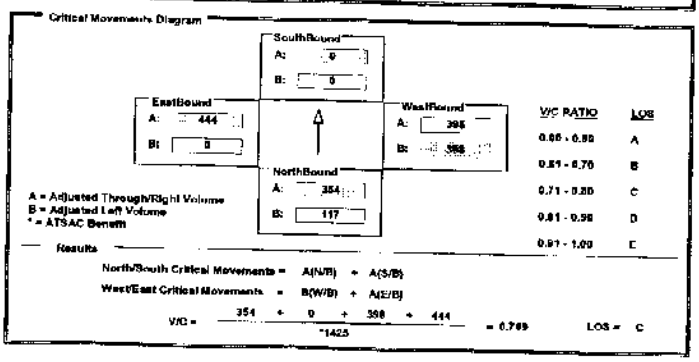
AM/PM: PM Comments: INT# 104

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	212	0	553	0	0	0	723	790	0	0	803	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	0	553	0	0	0	723	790	0	0	803	85
LANE	2	0	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (354 + 0 + 398 + 444) / *1425 = 0.749 LOS = C

Developed by Chen Wong, 1994

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CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

AM/PM: PM Comments: INT# 105

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	HI	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	130	479	237	341	410	51	159	594	293	91	747	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	479	237	341	410	51	159	594	293	91	747	148
LANE	2	2	1	2	2	1	2	3	1	1	2	1
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 231 B: 185
EastBound A: 295 B: 91
WestBound A: 159 B: 87
NorthBound A: 240 B: 72

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 = (240 + 159 + 87 + 295) / 1375 = 0.521 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

AM/PM: PM Comments: INT# 106

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	HI
EXISTING	116	1013	456	101	1053	138	624	97	77	40	108	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	1013	456	101	1053	138	624	97	77	40	108	152
LANE	1	3	1	1	3	1	2	1	1	1	1	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 397 B: 101
EastBound A: 109 B: 46
WestBound A: 774 B: 343
NorthBound A: 336 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 = B(N/B) + A(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

V/C = (116 + 397 + 343 + 109) / 1375 = 0.631 LOS = B

Developed by John Wong, 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

AM/PM: PM Comments: INT# 107

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	271	3	1223	6	5	13	982	920	7	13	974	448
AMBIENT												
RELATED												
PROJECT												
TOTAL	271	3	1223	6	5	13	982	920	7	13	974	448
LANE	1	1	1	0	0	1	3	2	1	1	3	1
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram

SouthBound A: 18 B: 6
EastBound A: 326 B: 15
WestBound A: 458 B: 363
NorthBound A: 309 B: 137

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 = (309 + 18 + 363 + 325) / 1375 = 0.735 LOS = C

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

AM/PM: PM Comments: INT# 108

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	162	75	58	267	83	115	1137	71	128	1073	136
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	162	75	58	267	83	115	1137	71	128	1073	136
LANE	0	0	1	0	0	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: 405 B: 58
EastBound A: 537 B: 728
WestBound A: 369 B: 115
NorthBound A: 355 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 = B(N/B) + A(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (118 + 405 + 369 + 128) / 1500 = 0.745 LOS = C

ATS

0.715

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 89306

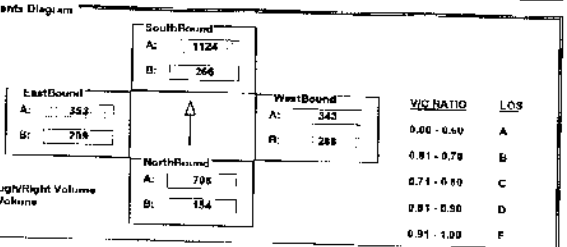
AM/PM: PM Comments: INT# 109

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	154	1415	122	266	2032	215	288	604	82	209	617	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1415	122	266	2032	215	288	604	82	209	617	89
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	1	0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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
	F

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

Results

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

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

V/C = (154 + 1124 + 288 + 353) / 1375 = 1.396 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

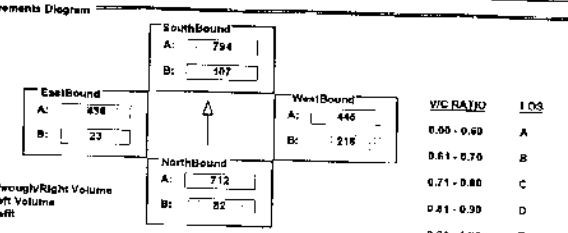
AM/PM: PM Comments: INT# 110

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	82	563	149	107	794	52	216	445	104	23	436	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	563	149	107	794	52	216	445	104	23	436	101
LANE	1 0	0	0 1 0	1 0	0	1 0 0	1 0	1	0 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



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	F

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

Results

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

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

V/C = (82 + 794 + 216 + 436) / 1588 = 1.019 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

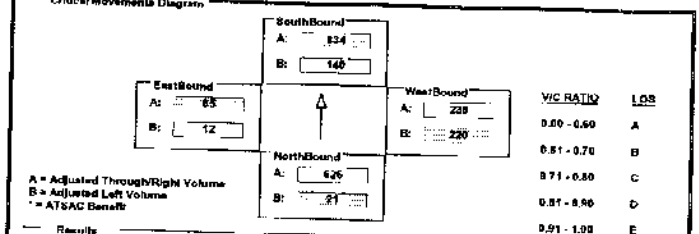
AM/PM: PM Comments: INT# 111

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	1117	135	140	1322	345	220	125	113	12	73	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1117	135	140	1322	345	220	125	113	12	73	24
LANE	1 0	1	0 1 0	1 0	1	0 0	1 0	0	0 1 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



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

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

Results

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

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

V/C = (21 + 834 + 220 + 65) / 1600 = 0.773 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

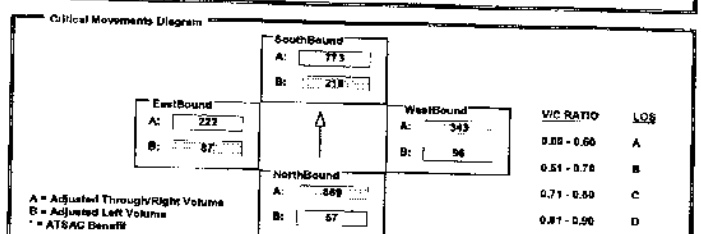
AM/PM: PM Comments: INT# 112

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	57	1490	247	397	1474	71	96	103	582	87	177	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	1490	247	397	1474	71	96	103	582	87	177	45
LANE	1 0	1	0 1 0	1 0	2	0 1	0	1	0 0	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



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
	F

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

Results

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

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

V/C = (869 + 218 + 343 + 87) / 1425 = 1.065 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

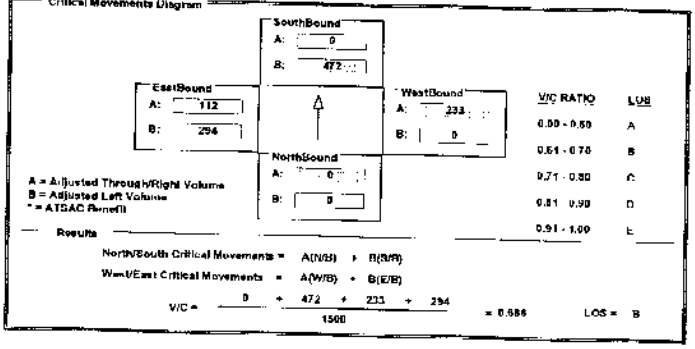
AM/PM: PM Comments: INT# 113

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	859	0	249	0	233	610	294	223	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	859	0	249	0	233	610	294	223	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 472 + 233 + 294) / 1500 = 0.686 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

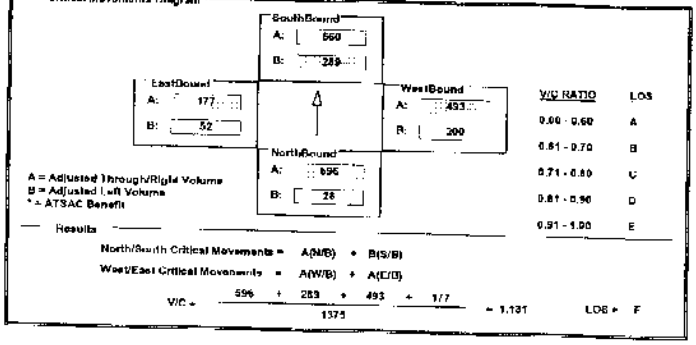
AM/PM: PM Comments: INT# 114

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	988	203	525	1052	67	265	135	637	52	114	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	988	203	525	1052	67	265	135	637	52	114	63
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (596 + 289 + 493 + 177) / 1375 = 1.131 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

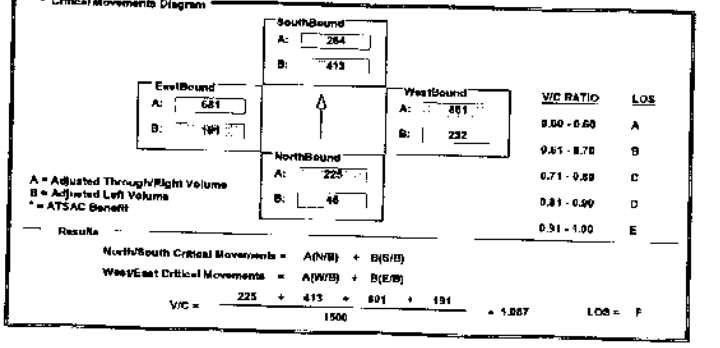
AM/PM: PM Comments: INT# 115

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	45	145	214	413	158	264	232	1428	174	191	1324	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	145	214	413	158	264	232	1428	174	191	1324	38
LANE	0	1	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	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



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 = (225 + 413 + 681 + 191) / 1500 = 1.087 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

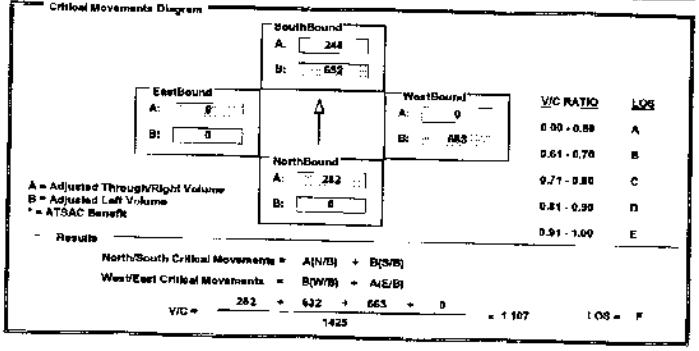
AM/PM: PM Comments: INT# 116

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	564	900	632	745	0	1206	0	528	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	564	900	632	745	0	1206	0	528	0	0	0
LANE	0	0	2	0	1	0	1	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (282 + 652 + 883 + 0) / 1425 = 1.107 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99198

AM/PM: PM Comments: INT# 117

COUNT DATE: STUDY DATE: GROWTH FACTOR:

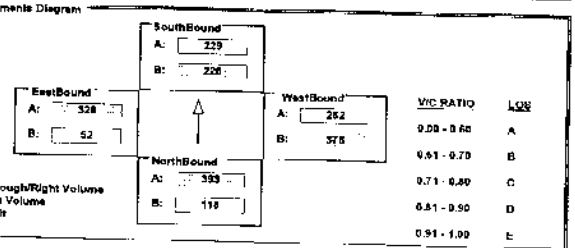
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	357	393	228	385	73	376	517	46	52	539	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	357	393	228	385	73	376	517	46	52	539	116

LANE: 1 0 1 0 1 0 0 | 1 0 1 0 1 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	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

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 = (393 + 228 + 376 + 328) / 1375 = 0.964 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NEILSON WAY W/E: PICO BL I/S No: 99316

AM/PM: PM Comments: INT# 118

COUNT DATE: STUDY DATE: GROWTH FACTOR:

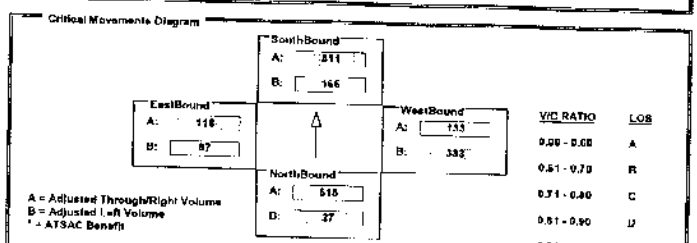
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	1036	174	301	1558	63	333	133	234	87	187	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	1036	174	301	1558	63	333	133	234	87	187	48

LANE: 1 0 2 0 1 0 | 2 0 1 0 1 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	Prot-Fix	Auto	Perm	OLA	Perm	Auto

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 = B(W/B) + A(E/B)

V/C = (27 + 811 + 333 + 118) / 1425 = 0.905 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

AM/PM: PM Comments: INT# 119

COUNT DATE: STUDY DATE: GROWTH FACTOR:

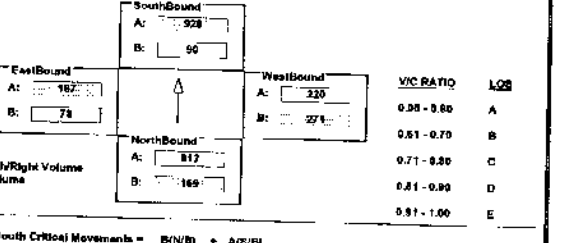
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	189	3189	79	90	3648	64	271	94	265	78	51	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	3189	79	90	3648	64	271	94	265	78	51	116

LANE: 1 0 3 0 1 0 0 | 1 0 3 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	Prot-Fix	Auto	Prot Fix	Auto	Perm	Auto	Perm	Auto

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 = B(W/B) + A(E/B)

V/C = (169 + 928 + 271 + 167) / 1425 = 1.077 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

AM/PM: PM Comments: INT# 120

COUNT DATE: STUDY DATE: GROWTH FACTOR:

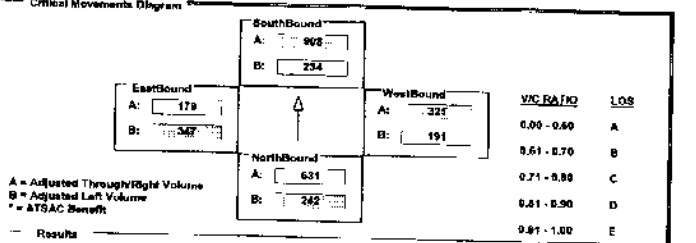
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	2522	209	234	3415	217	360	212	438	347	138	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	2522	209	234	3415	217	360	212	438	347	138	179

LANE: 1 0 4 0 1 0 | 1 0 3 0 1 0 0 | 1 1 0 0 1 0 | 1 0 1 0 1 0 0

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

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 = (242 + 908 + 321 + 347) / 1375 = 1.322 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

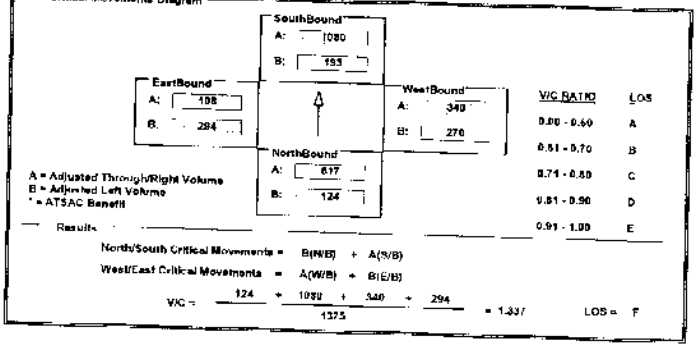
AM/PM: PM Comments: INT# 121

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	124	1707	143	350	3240	169	270	340	319	294	154	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	1707	143	350	3240	169	270	340	319	294	154	61
LANE	1 0 2 0 1 0 0			2 0 3 0 0 1 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{124 + 1080 + 340 + 294}{1375} = 1.337 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

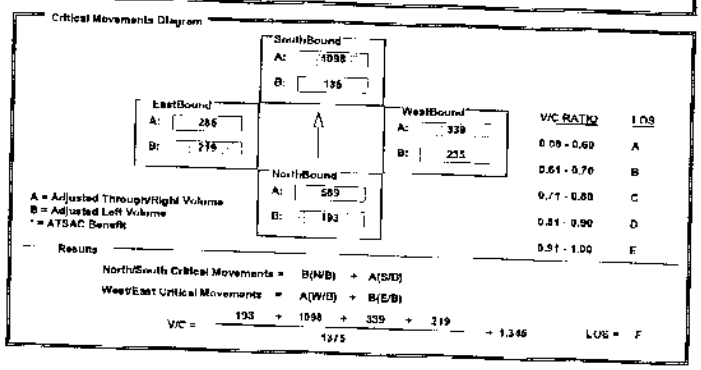
AM/PM: PM Comments: INT# 122

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	193	1610	157	245	3099	194	235	678	245	219	570	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	1610	157	245	3099	194	235	678	245	219	570	193
LANE	1 0 2 0 1 0 0			2 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{193 + 1098 + 339 + 219}{1375} = 1.346 \qquad LOS = F$$

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

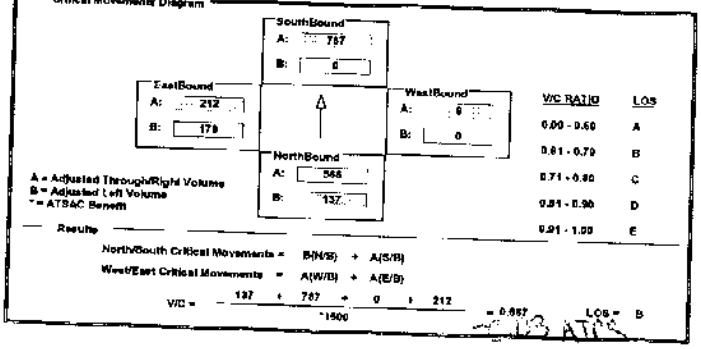
AM/PM: PM Comments: INT# 123

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	137	1131	0	0	1469	105	0	0	0	179	0	212
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1131	0	0	1469	105	0	0	0	179	0	212
LANE	1 0 2 0 0 0 0			0 0 1 0 1 0 0			0 0 0 0 0 0 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{137 + 757 + 0 + 212}{1500} = 0.657 \qquad LOS = B$$

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0.657

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

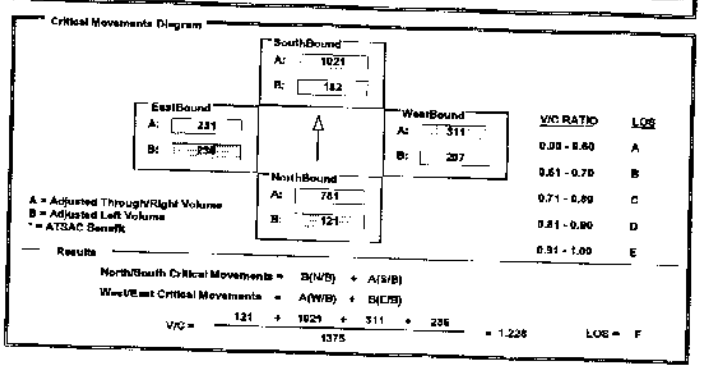
AM/PM: PM Comments: INT# 124

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	121	1330	232	182	1941	101	377	500	122	236	462	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1330	232	182	1941	101	377	500	122	236	462	143
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			2 0 1 0 1 0 0			1 0 2 0 2 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



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)

$$V/C = \frac{121 + 1021 + 311 + 236}{1375} = 1.228 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

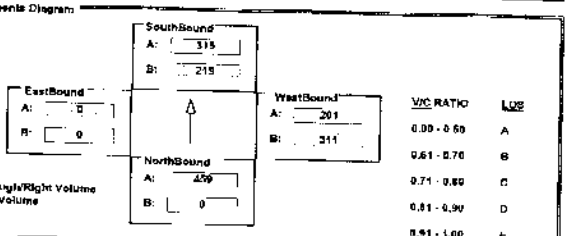
AM/PM: PM Comments: INT# 125

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	918	292	219	629	0	477	0	457	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	918	292	219	629	0	477	0	457	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	1	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: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{459 + 219 + 311 + 0}{1425} = 0.694 \qquad LOS = B$$

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

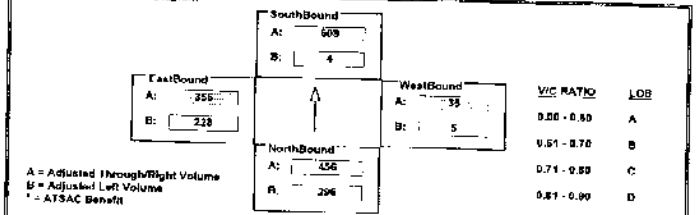
AM/PM: PM Comments: INT# 126

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	539	908	4	4	1218	237	5	30	28	228	4	708
AMBIENT												
RELATED												
PROJECT												
TOTAL	539	908	4	4	1218	237	5	30	28	228	4	708
LANE	2	0	1	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{296 + 609 + 36 + 356}{1375} = 0.943 \qquad LOS = E$$

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

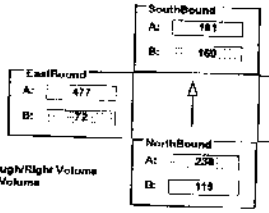
AM/PM: PM Comments: INT# 127

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	341	135	160	279	83	173	1026	183	72	722	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	341	135	160	279	83	173	1026	183	72	722	232
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{238 + 160 + 605 + 72}{1425} = 0.754 \qquad LOS = C$$

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

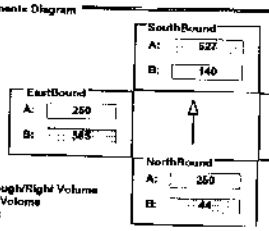
AM/PM: PM Comments: INT# 128

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	44	435	54	140	740	513	136	516	124	385	442	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	435	54	140	740	513	136	516	124	385	442	57
LANE	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	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



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

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

Results

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

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

$$V/C = \frac{44 + 527 + 320 + 385}{1375} = 1.001 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

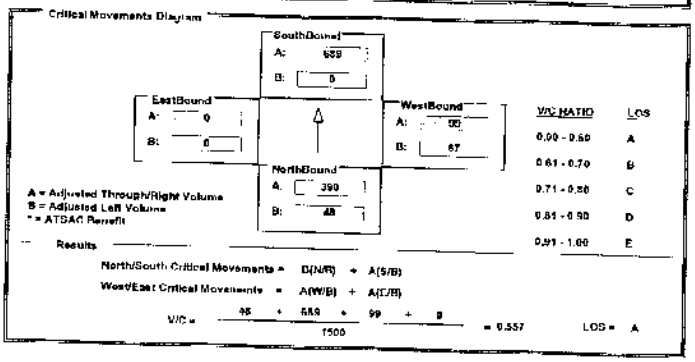
AM/PM: PM Comments: INT# 129

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	390	0	0	689	20	67	32	95	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	390	0	0	689	20	67	32	95	0	0	0
LANE	1	0	1	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (48 + 689 + 99 + 0) / 1500 = 0.557 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

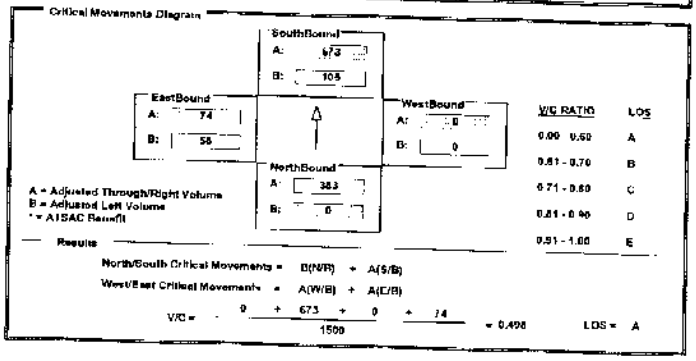
AM/PM: PM Comments: INT# 130

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	383	119	105	673	0	0	0	0	58	6	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	383	119	105	673	0	0	0	0	58	6	74
LANE	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 673 + 0 + 74) / 1500 = 0.498 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

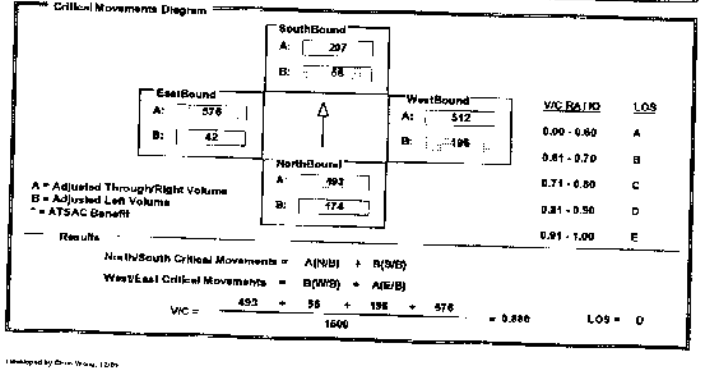
AM/PM: PM Comments: INT# 131

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	493	343	55	382	31	196	1023	98	42	1151	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	493	343	55	382	31	196	1023	98	42	1151	189
LANE	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	2	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (493 + 55 + 196 + 576) / 1500 = 0.880 LOS = D

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July 15, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

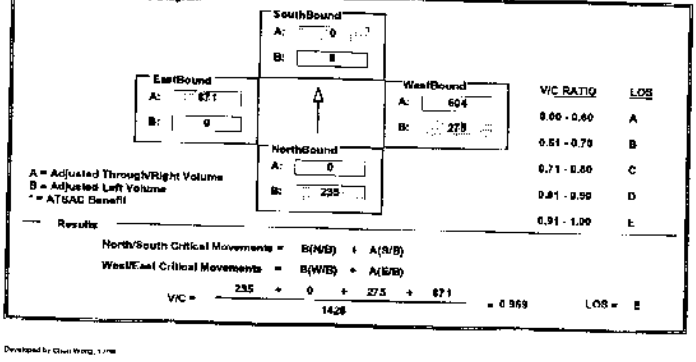
AM/PM: PM Comments: INT# 132

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	0	116	0	0	0	275	1207	0	0	1550	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	235	0	116	0	0	0	275	1207	0	0	1550	192
LANE	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Flx	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (235 + 0 + 275 + 671) / 1426 = 0.969 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

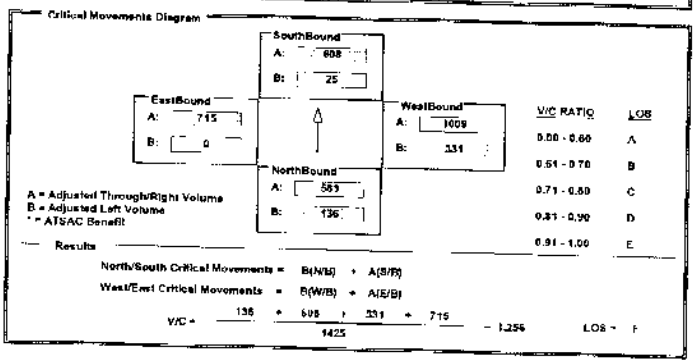
AM/PM: PM Comments: INT# 133

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	136	449	173	25	583	37	331	966	43	5	1122	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	449	173	25	583	37	331	966	43	5	1122	308
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (136 + 608 + 331 + 715) / 1425 = 1.256 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

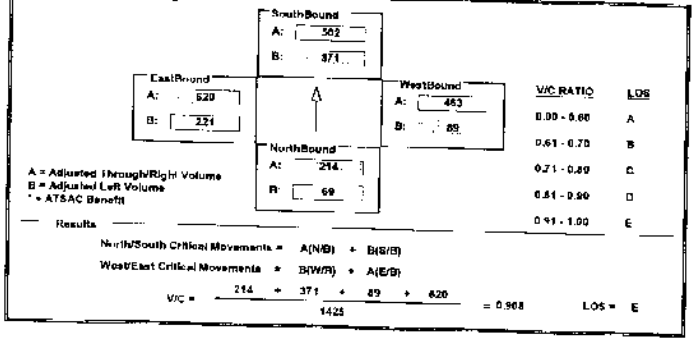
AM/PM: PM Comments: INT# 134

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	69	326	101	371	500	612	89	745	180	401	1199	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	326	101	371	500	612	89	745	180	401	1199	40
LANE	1 0 1	0 1 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 1 0	2 0 1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (214 + 371 + 89 + 820) / 1425 = 0.968 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

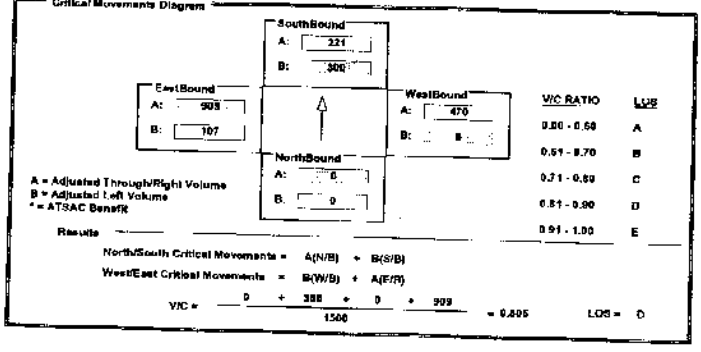
AM/PM: PM Comments: INT# 135

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	0	0	0	300	0	221	0	939	160	107	1176	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	300	0	221	0	939	160	107	1176	0
LANE	0 0 0	0 0 0	0 1 0	0 0 0	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 388 + 0 + 909) / 1500 = 0.865 LOS = D

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

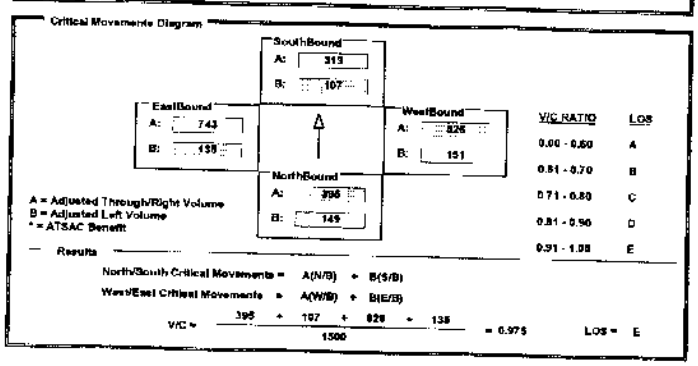
AM/PM: PM Comments: INT# 136

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	149	629	161	107	538	100	151	1433	219	135	1403	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	629	161	107	538	100	151	1433	219	135	1403	82
LANE	1 0 1	1 0 1	0 0 0	1 0 1	0 0 0	0 1 0	1 0 1	0 1 0	0 1 0	1 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



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 = (395 + 107 + 826 + 135) / 1500 = 0.975 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

AM/PM: PM Comments: INT# 137

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	748	142	185	945	71	329	541	99	130	470	335
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	748	142	185	945	71	329	541	99	130	470	335
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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: 508 B: 185
EastBound A: 235 B: 130
WestBound A: 329 B: 329
NorthBound A: 445 B: 205

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 = (205 + 508 + 329 + 235) / 1375 = 0.929 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

AM/PM: PM Comments: INT# 138

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	429	745	1629	1484	21	0	0	0	0	0	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	429	745	1629	1484	21	0	0	0	0	0	168
LANE	0	0	2	0	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Free				

Critical Movements Diagram

SouthBound A: 753 B: 856
EastBound A: 0 B: 0
WestBound A: 0 B: 0
NorthBound A: 746 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 = (746 + 856 + 0 + 0) / 1425 = 1.162 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

AM/PM: PM Comments: INT# 139

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	491	0	0	2606	0	725	0	1292	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	491	0	0	2606	0	725	0	1292	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 652 B: 0
EastBound A: 0 B: 0
WestBound A: 711 B: 396
NorthBound A: 246 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 = (0 + 652 + 711 + 0) / 1800 = 0.903 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

AM/PM: PM Comments: INT# 140

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	62	57	49	107	77	59	60	950	19	101	1387	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	57	49	107	77	59	60	950	19	101	1387	269
LANE	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	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: 243 B: 107
EastBound A: 828 B: 101
WestBound A: 499 B: 68
NorthBound A: 168 B: 62

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 = (62 + 243 + 68 + 828) / 1500 = 0.725 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR. W/E: CENTINELA AV I/S No: 99190

AM/PM: PM Comments: INT# 141

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	0	23	27	0	85	39	1161	40	104	1722	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	27	0	85	39	1161	40	104	1722	56
LANE	1	0	0	0	1	0	1	0	0	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: 85 B: 27

EastBound A: 889 B: 104

WestBound A: 601 B: 39

NorthBound A: 23 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 = B(N/B) + A(S/B)

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

V/C = (27 + 85 + 39 + 889) / 1500 = 0.693 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL RAMP W/E: CULVER BL (SOUTHEAST) I/S No: 99412

AM/PM: PM Comments: INT# 142

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	573	0	0	0	33	1313	0	0	723	411
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	573	0	0	0	33	1313	0	0	723	411
LANE	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

Critical Movements Diagram

SouthBound A: 9 B: 0

EastBound A: 362 B: 0

WestBound A: 1313 B: 33

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 = 362 + 33 + 1345 + 0 / 1500 = 0.875 LOS = D

D-262 ADA

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

AM/PM: PM Comments: INT# 143

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	49	3	18	41	4	39	9	1550	17	62	2173	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	3	18	41	4	39	9	1550	17	62	2173	120
LANE	0	0	0	1	0	0	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: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 84 B: 41

EastBound A: 764 B: 62

WestBound A: 522 B: 9

NorthBound A: 76 B: 49

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 = (49 + 84 + 9 + 764) / 1425 = 0.636 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

AM/PM: PM Comments: INT# 144

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	19	15	50	96	33	19	110	1584	177	14	2086	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	15	50	96	33	19	110	1584	177	14	2086	15
LANE	1	0	0	0	1	0	0	1	0	0	1	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: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 33 B: 96

EastBound A: 700 B: 14

WestBound A: 587 B: 419

NorthBound A: 65 B: 19

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 = (65 + 96 + 110 + 700) / 1425 = 0.681 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

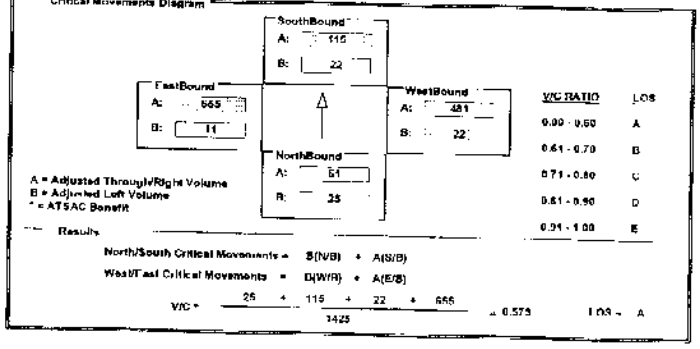
AM/PM: PM Comments: INT# 145

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	1	35	22	0	121	22	1413	17	20	1907	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	1	35	22	0	121	22	1443	17	20	1907	59
LANE	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	3	0	0	1	0	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (25 + 115 + 22 + 665) / 1425 = 0.573 LOS = A

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99205

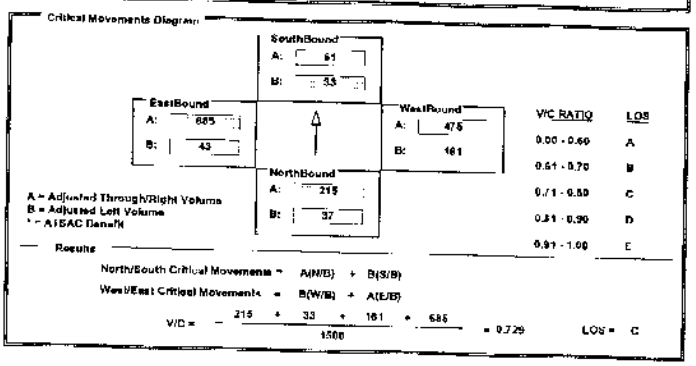
AM/PM: PM Comments: INT# 146

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	8	215	33	11	17	161	1414	12	43	1972	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	8	215	33	11	17	161	1414	12	43	1972	84
LANE	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	2	0	1	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



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 = (215 + 33 + 161 + 685) / 1500 = 0.729 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

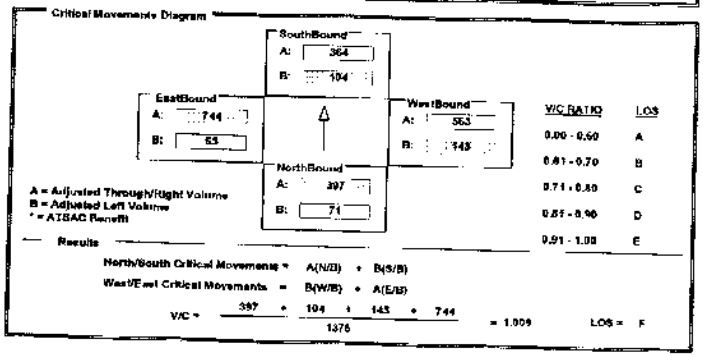
AM/PM: PM Comments: INT# 147

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	150	176	104	280	36	143	1572	118	63	2101	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	150	176	104	280	36	143	1572	118	63	2101	131
LANE	0	0	0	1	0	0	0	0	1	0	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (397 + 104 + 143 + 744) / 1376 = 1.009 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99254

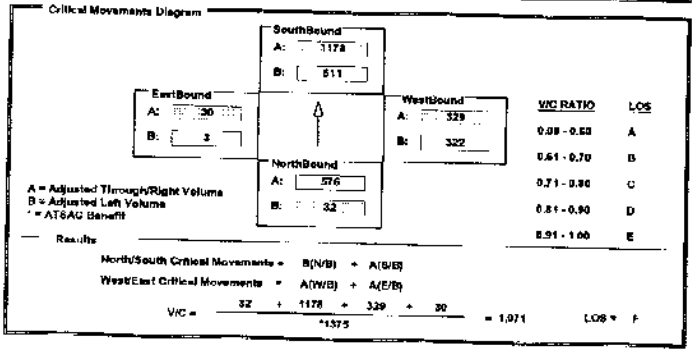
AM/PM: PM Comments: INT# 148

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	781	178	511	1115	63	322	7	152	3	24	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	781	178	511	1115	63	322	7	152	3	24	3
LANE	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (32 + 1178 + 329 + 30) / 1575 = 1.071 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON PL | I/S No: 99262

AM/PM: PM | Comments: INT# 149

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	132	383	218	128	930	314	130	640	257	320	652	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	383	218	128	930	314	130	640	257	320	652	129
LANE	0	1	0	0	1	0	0	1	0	1	0	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: 875 B: 128

EastBound A: 391 B: 320

WestBound A: 449 B: 130

NorthBound A: 661 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 = B(N/B) + A(S/B)

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

V/C = (132 + 875 + 449 + 320) / *1500 = 1.116 LOS = F

ICU ATCS

1.036

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: WASHINGTON BL | I/S No: 99260

AM/PM: PM | Comments: INT# 150

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	159	640	135	103	1047	73	187	960	64	102	929	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	640	135	103	1047	73	187	960	64	102	929	101
LANE	0	1	0	0	1	0	0	1	0	1	0	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: 766 B: 103

EastBound A: 515 B: 102

WestBound A: 512 B: 187

NorthBound A: 775 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 = B(N/B) + A(S/B)

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

V/C = (159 + 766 + 187 + 515) / *1500 = 1.018 LOS = F

ICU ATCS

0.985

LOS=E

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: I-405 SB OFF RAMP N/O CULVER B | I/S No: 99256

AM/PM: PM | Comments: INT# 151

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	788	0	0	1353	0	354	0	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	788	0	0	1353	0	354	0	32	0	0	0
LANE	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 677 B: 0

EastBound A: 0 B: 0

WestBound A: 193 B: 193

NorthBound A: 393 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 = (0 + 677 + 193 + 0) / *1500 = 0.518 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL | W/E: BRADDOCK DR | I/S No: 99168

AM/PM: PM | Comments: INT# 152

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	72	345	57	157	762	215	93	365	134	125	158	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	345	57	157	762	215	93	365	134	125	158	125
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	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: 439 B: 187

EastBound A: 283 B: 125

WestBound A: 692 B: 93

NorthBound A: 201 B: 72

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 = (72 + 439 + 692 + 125) / *1500 = 0.782 LOS = C

ICU ATCS

0.752

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

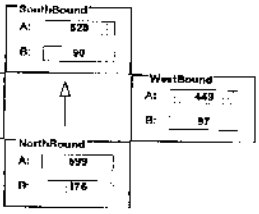
AM/PM: PM Comments: INT# 153

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	176	1064	133	90	1566	90	97	301	51	17	166	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1064	133	90	1566	90	97	301	51	17	166	147
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	0 0 0	1 0 0	0	0 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



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 = (176 + 828 + 449 + 17) / 1500 = 0.910 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

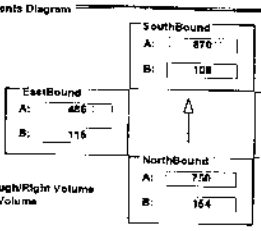
AM/PM: PM Comments: INT# 154

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	154	1400	99	108	1492	248	136	833	180	115	839	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1400	99	108	1492	248	136	833	180	115	839	133
LANE	1 0 1	0 1 0	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



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 = (154 + 870 + 136 + 486) / 1500 = 1.027 LOS = F

Developed by Chun Wong 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

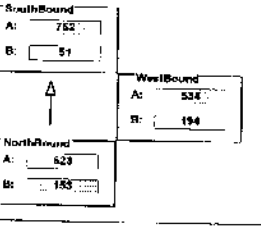
AM/PM: PM Comments: INT# 155

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	153	1156	90	51	1391	132	194	928	140	129	718	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	1156	90	51	1391	132	194	928	140	129	718	199
LANE	1 0 1	0 1 0	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



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 = (153 + 762 + 534 + 129) / 1500 = 0.982 LOS = E

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

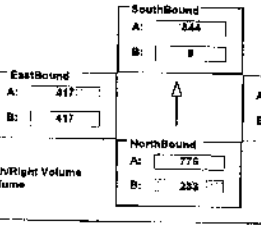
AM/PM: PM Comments: INT# 156

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	233	1552	0	0	1687	247	0	0	0	629	0	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	1552	0	0	1687	247	0	0	0	629	0	204
LANE	1 0 2	0 0 0	0	0 0 2	0 1 0	0	0 0 0	0 0 0	0	1 0 0	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (233 + 844 + 0 + 417) / 1425 = 0.978 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

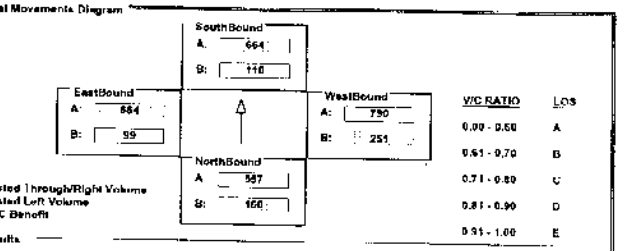
AM/PM: PM Comments: INT# 157

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	1114	264	110	1327	149	456	2370	250	180	1991	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	1114	264	110	1327	149	456	2370	250	180	1991	219
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			2 0 3 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (160 + 664 + 251 + 664) / 1425 = 1.159 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

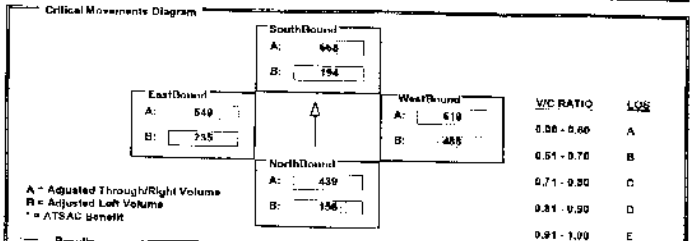
AM/PM: PM Comments: INT# 158

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	878	346	194	1335	190	488	1031	206	235	1098	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	878	346	194	1335	190	488	1031	206	235	1098	129
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 1 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (156 + 668 + 488 + 549) / 1425 = 1.236 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

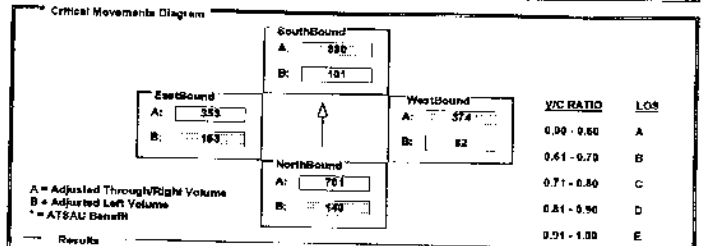
AM/PM: PM Comments: INT# 159

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	1345	56	101	1670	90	82	218	74	153	157	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1345	56	101	1670	90	82	218	74	153	157	43
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			0 0 0 1 0 0 0			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



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 = (140 + 990 + 374 + 153) / 1500 = 0.961 LOS = E

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

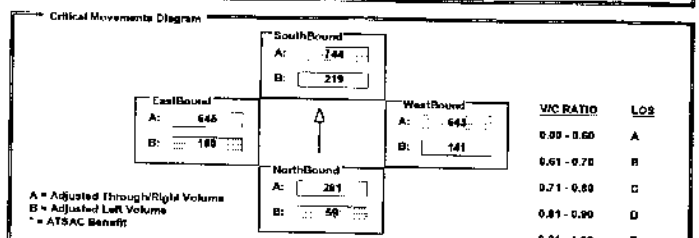
AM/PM: PM Comments: INT# 160

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	503	79	219	744	508	141	1752	177	180	1896	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	503	79	219	744	508	141	1752	177	180	1896	40
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (59 + 744 + 645 + 180) / 1500 = 1.814 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE DI I/S No: 99174

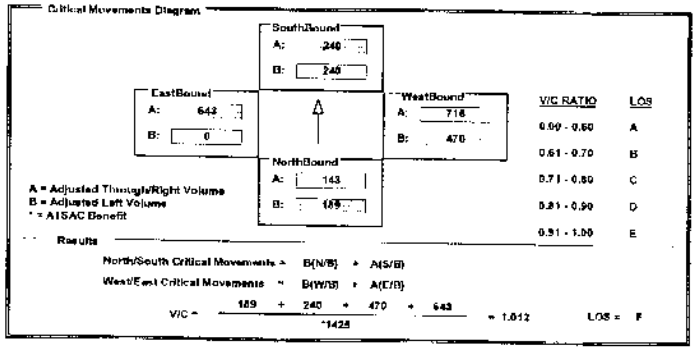
AM/PM: PM Comments: INT# 161

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	189	61	688	362	52	66	470	2149	258	0	1930	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	61	688	362	52	66	470	2149	258	0	1930	70
LANE	1 0 1	0 0 2	0	1 0 0	1 0	0 0	1 0 3	0 0	1 0	1 0 3	0 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (189 + 240 + 470 + 643) / 1425 = 1.012 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

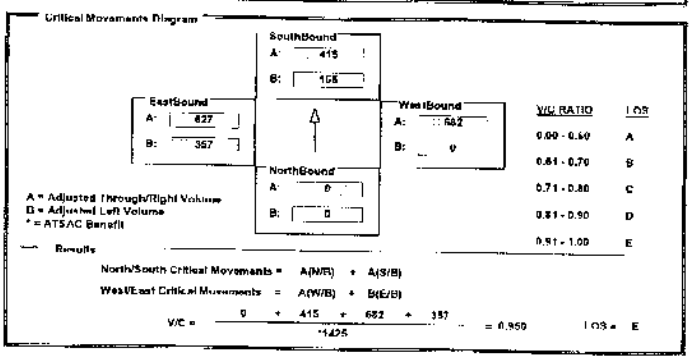
AM/PM: PM Comments: INT# 162

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	166	0	594	0	1118	246	357	1254	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	166	0	594	0	1118	246	357	1254	0
LANE	0 0 0	0 0 0	0	1 0 0	0 0	1 0	0 0 1	0 1 0	0	1 0 2	0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 415 + 682 + 357) / 1425 = 0.959 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

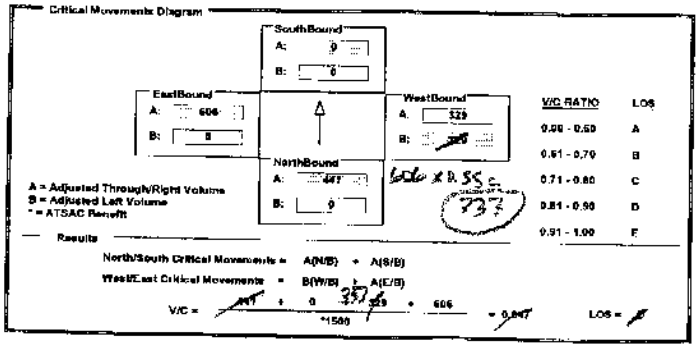
AM/PM: PM Comments: INT# 163

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	801	0	0	0	606	382	0	0	808	404
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	801	0	0	0	606	382	0	0	808	404
LANE	0 0 0	0 0 2	0	0 0 0	0 0	0	1 1 1	0 0 0	0	0 1 0	1 0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (447 + 0 + 357 + 606) / 1500 = 0.847 LOS = E

0.555 LOS A

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99156

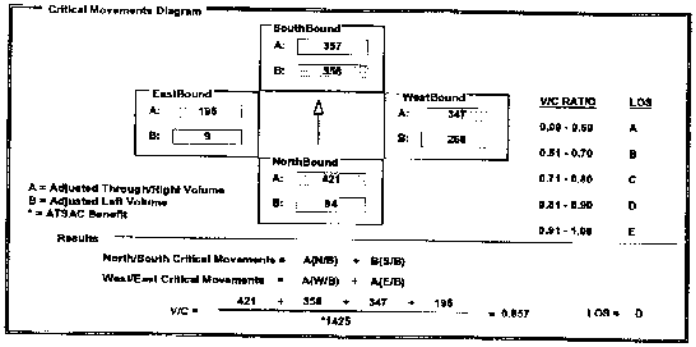
AM/PM: PM Comments: INT# 164

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	94	842	798	358	714	23	167	347	38	9	372	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	842	798	358	714	23	167	347	38	9	372	73
LANE	1 0 2	0 0 0	0	1 0 2	0 0	1 0	2 0 1	0 0	1 0	0 1 1	0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



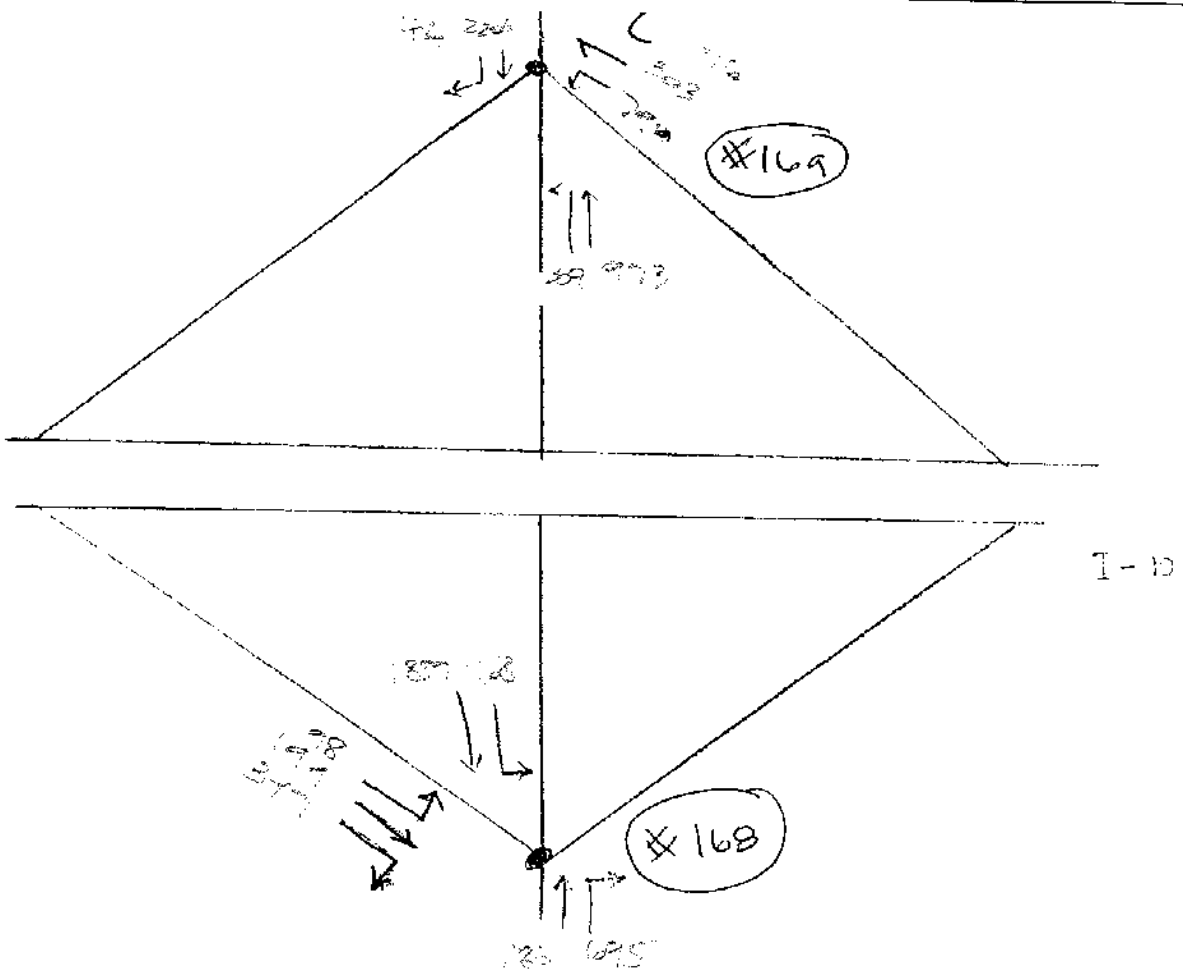
V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

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

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

V/C = (421 + 358 + 347 + 195) / 1425 = 0.857 LOS = D



2010 BASE

PM PEAK HOUR

(#168) NB CRITICAL = 309 OR (1186 + 309 − 895)/3 = (527)

SB CRITICAL = 1168 × 0.55 = (642) OR 1854/2 = 927

EB CRITICAL = (198 + 199)/2 = 149 OR (347)

WB CRITICAL = ϕ

$$\frac{527 + 642 + 347 + \phi}{1425} = \boxed{1.062 \text{ LOS F}}$$

(#169) NB CRITICAL = (309) OR 973/2 = 487

SB CRITICAL = 1168 × 0.55 = 642 OR (2206 + 642 − 46)/2 = (805)

EB CRITICAL = ϕ

WB CRITICAL = (799 + 151)/2 = 475 OR (916 + 152)/2 = (534)

$$\frac{309 + 805 + \phi + 534}{1425} = \boxed{1.156 \text{ LOS F}}$$

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99236

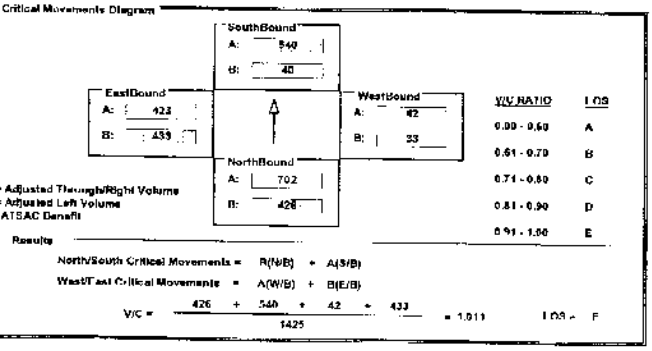
AM/PM: PM Comments: INT# 165

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	426	1372	31	40	1079	228	33	42	36	433	76	347
AMBIENT												
RELATED												
PROJECT												
TOTAL	426	1372	31	40	1079	228	33	42	36	433	76	347
LANE	1 0	1 0	1 0	1 0	2 0	1 0	1 0	1 0	1 0	1 0	0 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (426 + 540 + 42 + 433) / 1425 = 1.011 LOS = F

Developed by Chun Wong, 12/04

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99225

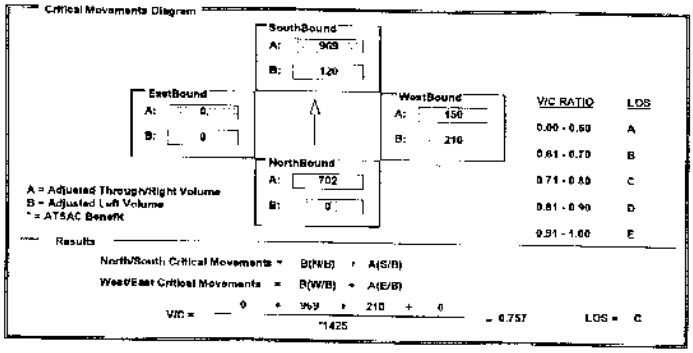
AM/PM: PM Comments: INT# 166

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	2106	246	219	1938	0	359	0	271	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2106	246	219	1938	0	359	0	271	0	0	0
LANE	0 0	3 0	0 1	0	2 0	2 0	0 0	1 0	0 0	0 1	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



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 = (0 + 969 + 210 + 0) / 1425 = 0.757 LOS = C

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WALNUT GROVE AV W/E: WASHINGTON BL I/S No: 99276

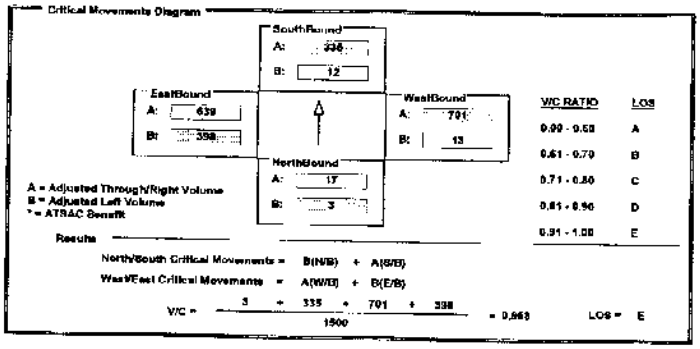
AM/PM: PM Comments: INT# 167

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	3	0	14	12	0	323	13	1240	83	398	1254	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	14	12	0	323	13	1240	83	398	1254	24
LANE	0 0	0 1	0 0	0 0	0 1	0 0	0 1	0 1	0 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



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 = (3 + 335 + 701 + 398) / 1500 = 0.863 LOS = E

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

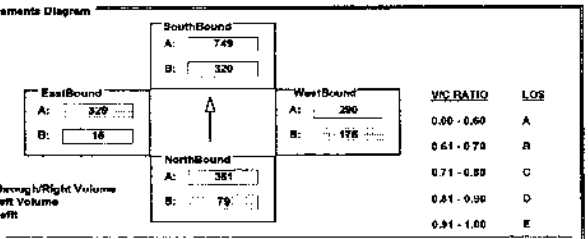
AM/PM: PM Comments: INT# 171

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	79	361	81	320	681	68	176	549	290	16	657	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	361	81	320	681	68	176	549	290	16	657	39
LANE	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	2	0	0	1	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



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 = (79 + 749 + 176 + 329) / *1500 = 0.819 LOS = D

-0.819 ATSAC

0.789

LOS = C

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

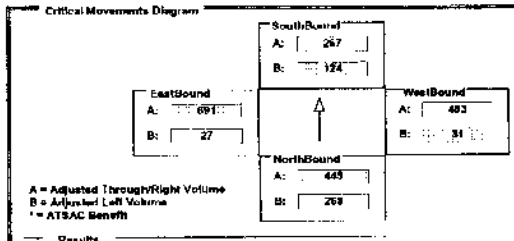
AM/PM: PM Comments: INT# 172

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	725	164	124	428	108	31	965	113	27	1381	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	268	725	164	124	428	108	31	965	113	27	1381	74
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	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



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 = (445 + 124 + 31 + 691) / *1500 = 0.781 LOS = C

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

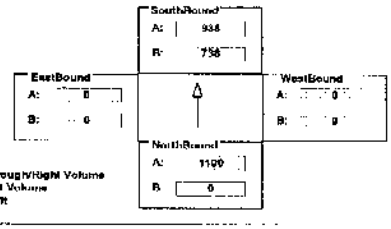
AM/PM: PM Comments: INT# 173

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	1100	738	1875	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	988	1100	738	1875	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

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 = + +

V/C = (1100 + 738 + +) / *1500 = 1.155 LOS = F

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

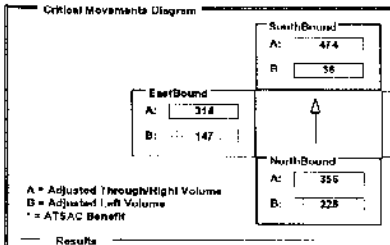
AM/PM: PM Comments: INT# 174

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	228	1044	24	36	1421	355	46	331	17	268	314	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	1044	24	36	1421	355	46	331	17	268	314	209
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	0	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA	

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	F

Results

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

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

V/C = (228 + 474 + 348 + 147) / *1375 = 0.681 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

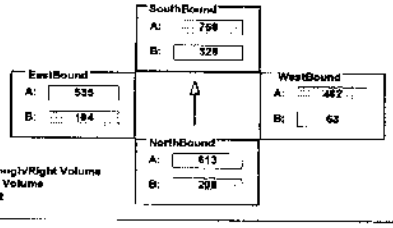
AM/PM: PM Comments: INT# 175

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	1174	51	326	1251	269	63	748	215	184	1070	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1174	51	326	1251	269	63	748	215	184	1070	277
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (208 + 760 + 482 + 184) / 1375 = 1.188 LOS = F

Developed by Chun Wong, 12/94

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

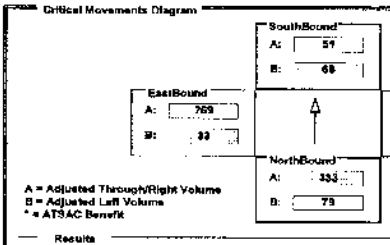
AM/PM: PM Comments: INT# 176

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	144	77	605	121	0	83	0	1003	86	33	807	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	77	605	121	0	83	0	1003	86	33	807	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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 = (333 + 68 + 363 + 33) / *1375 = 0.510 LOS = A

Developed by Chun Wong, 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

AM/PM: PM Comments: INT# 177

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	5	457	234	117	1325	6	199	9	148	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	457	234	117	1325	6	199	9	148	8	12	14
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 1 0	0 0 1	0	0 0 0	1 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 666 B: 117

EastBound A: 34 B: 5

WestBound A: 148 B: 104

NorthBound A: 345 B: 5

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 = (5 + 666 + 148 + 34) / *1425 = 0.529 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

AM/PM: PM Comments: INT# 178

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	246	1782	165	282	1533	136	184	1331	131	169	997	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	246	1782	165	282	1533	136	184	1331	131	169	997	81
LANE	1 0 3	0 1 0		1 0 2	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 556 B: 282

EastBound A: 639 B: 169

WestBound A: 731 B: 184

NorthBound A: 594 B: 246

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 = (594 + 282 + 731 + 169) / 1375 = 1.292 LOS = F

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

AM/PM: PM Comments: INT# 179

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	753	483	314	954	40	436	589	7	42	636	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	753	483	314	954	40	436	589	7	42	636	17
LANE	1 0 1	0 1 1	0	2 0 1	0 1 0	0	2 0 1	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 497 B: 173

EastBound A: 216 B: 42

WestBound A: 236 B: 249

NorthBound A: 412 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 = B(W/B) + A(E/B)

V/C = (412 + 173 + 249 + 216) / *1375 = 0.669 LOS = B

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

AM/PM: PM Comments: INT# 180

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	124	702	52	235	1203	166	126	878	205	192	1232	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	702	52	235	1203	166	126	878	205	192	1232	276
LANE	1 0 2	0 1 0		1 0 2	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: 486 B: 235

EastBound A: 503 B: 192

WestBound A: 361 B: 126

NorthBound A: 251 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	F

Results

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

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

V/C = (124 + 486 + 126 + 503) / 1378 = 0.979 LOS = D

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

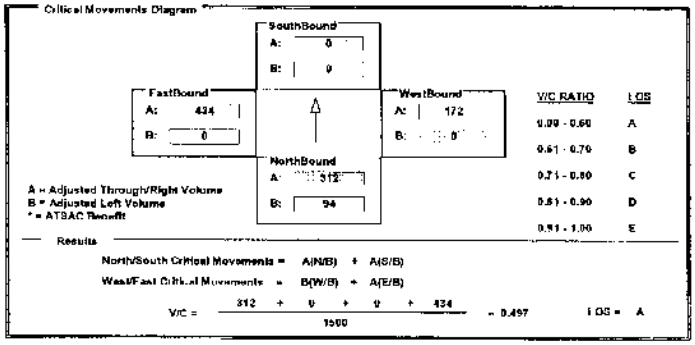
AM/PM: PM Comments: INT# 181

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	94	0	312	0	0	0	0	444	242	0	1202	534
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	0	312	0	0	0	0	444	242	0	1202	534
LANE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (312 + 0 + 0 + 434) / 1900 = 0.497 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

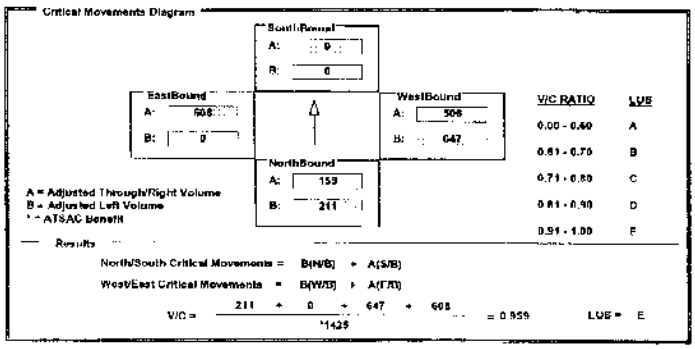
AM/PM: PM Comments: INT# 182

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	0	483	0	0	0	647	1011	0	0	1215	289
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	0	483	0	0	0	647	1011	0	0	1215	289
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Plt	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (211 + 0 + 647 + 606) / 1425 = 0.959 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19160

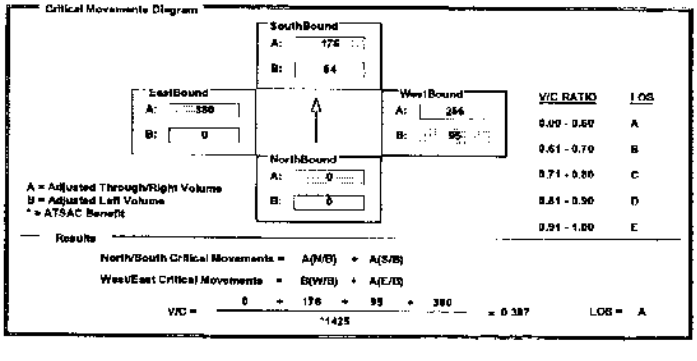
AM/PM: PM Comments: INT# 183

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	54	254	275	172	767	0	0	994	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	54	254	275	172	767	0	0	994	147
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	2	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Plt	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 176 + 95 + 380) / 1425 = 0.387 LOS = A

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2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

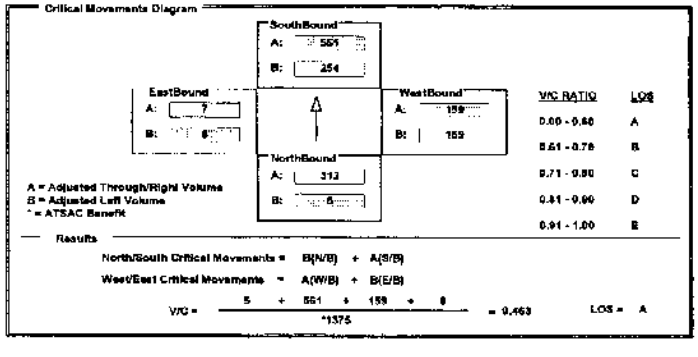
AM/PM: PM Comments: INT# 184

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	5	377	391	254	1110	11	306	11	231	8	7	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	377	391	254	1110	11	306	11	231	8	7	3
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Plt	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (5 + 551 + 159 + 0) / 1375 = 0.463 LOS = A

Developed by Chun Wong, 1994

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19250

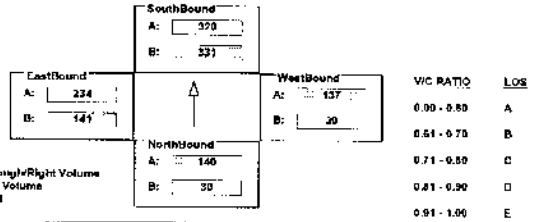
AM/PM: PM Comments: INT# 185

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	270	151	602	578	382	37	412	296	256	701	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	270	151	602	578	382	37	412	296	256	701	144
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	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



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 = (140 + 331 + 137 + 141) / 1375 = 0.475 LOS = A

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

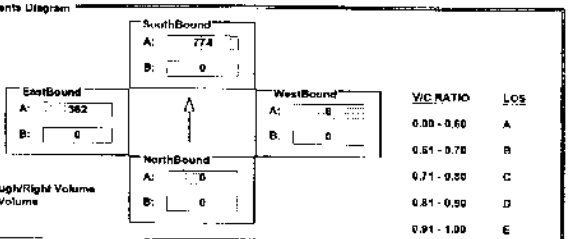
AM/PM: PM Comments: INT# 186

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	2036	0	0	2322	0	0	0	0	0	0	659
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2036	0	0	2322	0	0	0	0	0	0	659
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

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

V/C = (0 + 774 + 0 + 362) / 1500 = 0.682 LOS = B

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

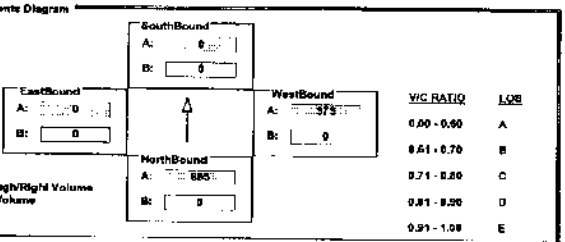
AM/PM: PM Comments: INT# 187

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	2084	0	0	1916	350	0	0	679	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2084	0	0	1916	350	0	0	679	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	2	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(S/B)

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

V/C = (695 + 0 + 373 + 0) / 1500 = 0.642 LOS = B

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

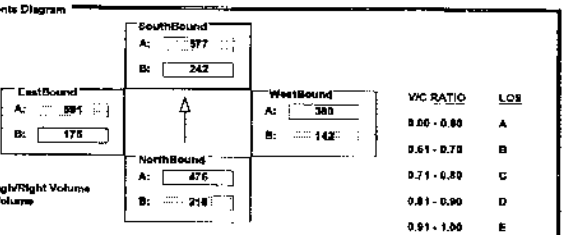
AM/PM: PM Comments: INT# 188

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	218	660	72	242	1153	195	142	760	190	175	947	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	660	72	242	1153	195	142	760	190	175	947	235
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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



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 = (218 + 577 + 142 + 891) / 1375 = 1.111 LOS = F

Developed by Chun Wong, 11/04

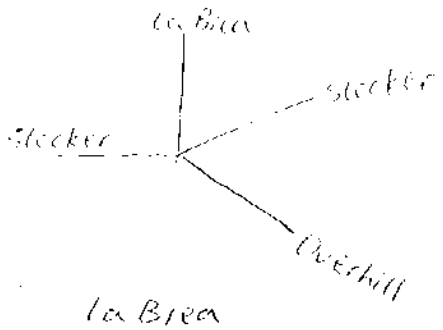
Intersection # 190

N/S STREET La Brea Av / Overhill Dr

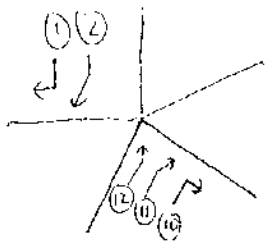
E/W STREET Stocker St

Scenario 2010 BPSS

Peak Hour PM

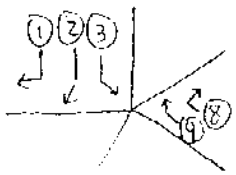


La Brea

① 

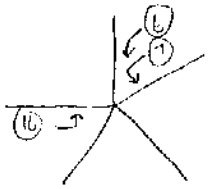
	NB	VOL	LNS	
(12)	T	1249	3	416
(11)	R_1	251	2	134
(10)	R_2	17	0	

	SB	VOL	LNS	
(2)	T	1571	2	786
(1)	R	626	Free Flow	

② 

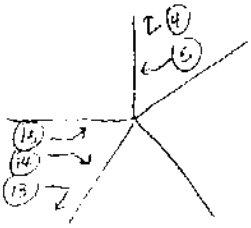
	WB	VOL	LNS	
(9)	T	403	2	202
(8)	R	69	1	69

	SB	VOL	LNS	
(3)	L	1502	2	331
(2)	T	1571	2	-786 = 370
(1)	R	626	Free Flow	

③ 

	EB	VOL	LNS	
(16)	L	679	2	340

	WB	VOL	LNS	
(7)		57	2	168
(6)		278		

④ 

	EB	VOL	LNS	
(15)	T	720	2	496
(14)	R	241		
(13)	R	33		

	WB	VOL	LNS	
(5)	T	445	2	219
(4)	R	21	1	21

CRITICAL MOVES 416 + 370 + 340 + 496 = 1622

VOLUME / CAPACITY 1622 / 1375 = 1.180 LOS F

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

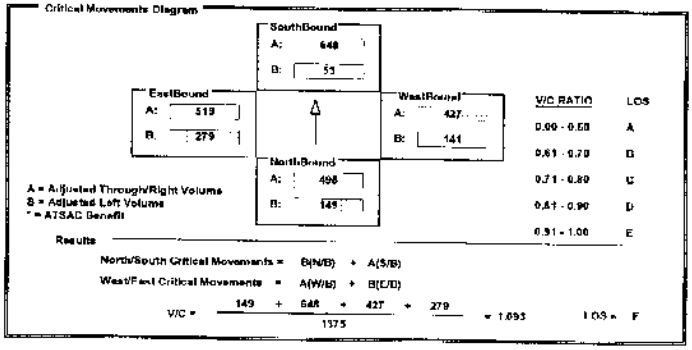
AM/PM: PM Comments: INT# 189

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	1314	171	53	1295	392	141	1228	52	279	1445	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	1314	171	53	1295	392	141	1228	52	279	1445	112
LANE	1 0 2	0 1 0		1 0 2	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



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 = (149 + 648 + 427 + 279) / 1375 = 1.093 LOS = F

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

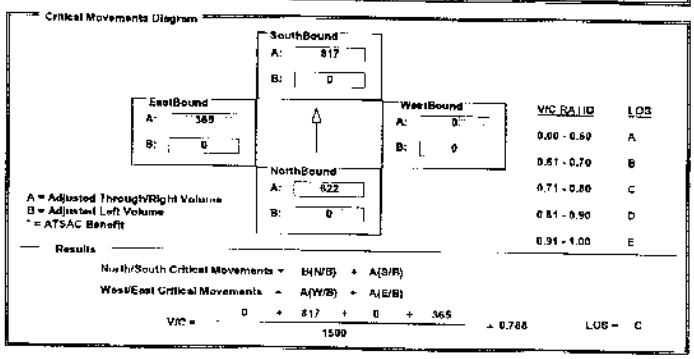
AM/PM: PM Comments: INT# 191

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	1867	0	0	1830	622	0	0	0	0	0	365
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1867	0	0	1830	622	0	0	0	0	0	365
LANE	0 0 3	0 0 0		0 0 2	0 1 0		0 0 0	0 0 0		0 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 817 + 0 + 365) / 1500 = 0.788 LOS = C

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

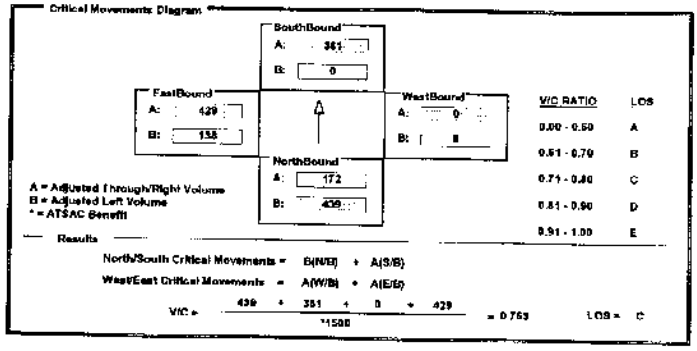
AM/PM: PM Comments: INT# 192

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	439	343	0	0	479	381	0	0	0	250	0	429
AMBIENT												
RELATED												
PROJECT												
TOTAL	439	343	0	0	479	381	0	0	0	250	0	429
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
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (439 + 351 + 0 + 429) / 1500 = 0.759 LOS = C

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19370

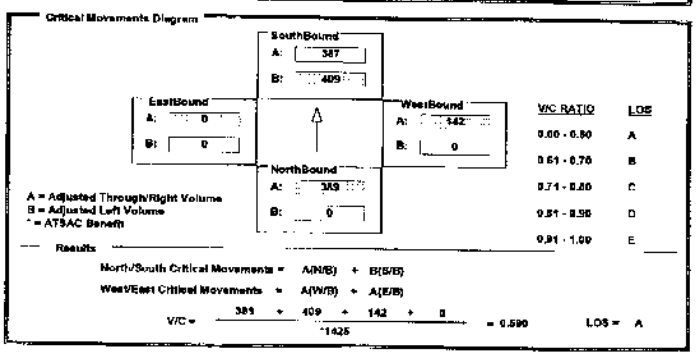
AM/PM: PM Comments: INT# 193

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	778	109	744	774	0	0	0	631	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	778	109	744	774	0	0	0	631	0	0	0
LANE	0 0 2	0 1 0		2 0 2	0 0 0		0 0 0	0 0 0	2 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



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 = (389 + 409 + 142 + 0) / 1425 = 0.590 LOS = A

Developed by Chun Wong, 12/04

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

AM/PM: PM Comments: INT# 194

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	694	74	216	1204	0	157	0	110	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	694	74	216	1204	0	157	0	110	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 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Flx	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 361 B: 216

EastBound A: 0 B: 0

WestBound A: 2 B: 86

NorthBound A: 347 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	F

Results

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

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

V/C = (347 + 216 + 86 + 0) / *1425 = 0.386 LOS = A

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

AM/PM: PM Comments: INT# 195

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	602	114	305	500	392	180	0	190	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	602	114	305	500	392	180	0	190	0	0	0
LANE	0 0 1 0 1 0 0			1 0 3 0 0 0 0			1 0 0 1 0 1 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 167 B: 305

EastBound A: 0 B: 0

WestBound A: 123 B: 123

NorthBound A: 358 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	F

Results

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

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

V/C = (358 + 305 + 123 + 0) / *1500 = 0.484 LOS = A

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

AM/PM: PM Comments: INT# 196

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	121	390	460	346	1071	114	382	999	139	194	768	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	390	460	346	1071	114	382	999	139	194	768	53
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		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto		Phasing: Prot-Flx	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 398 B: 346

EastBound A: 274 B: 194

WestBound A: 379 B: 210

NorthBound A: 460 B: 121

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	F

Results

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

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

V/C = (460 + 195 + 379 + 194) / 1375 = 1.039 LOS = F

Developed by Chun Wong 12/94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

AM/PM: PM Comments: INT# 197

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	2420	1163	477	3092	0	815	0	186	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2420	1163	477	3092	0	815	0	186	0	0	0
LANE	0 0 3 0 0 1 0			1 0 2 0 0 0 0			2 0 0 0 0 1 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Flx	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 1548 B: 477

EastBound A: 0 B: 0

WestBound A: 0 B: 448

NorthBound A: 807 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 = [illegible] + 1548 + 448 + 0 / 1425 = 1.398 LOS = F

Developed by Chun Wong 12/94

I-215

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

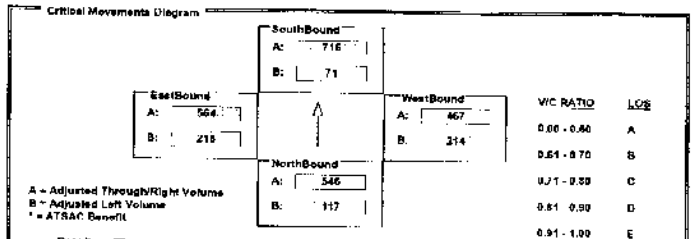
AM/PM: PM Comments: INT# 198

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	117	1557	81	71	1735	414	214	1402	89	396	1691	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1557	81	71	1735	414	214	1402	89	396	1691	88
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (117 + 716 + 214 + 564) / *1425 = 1.061 LOS = F

Developed by Chun Wong 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

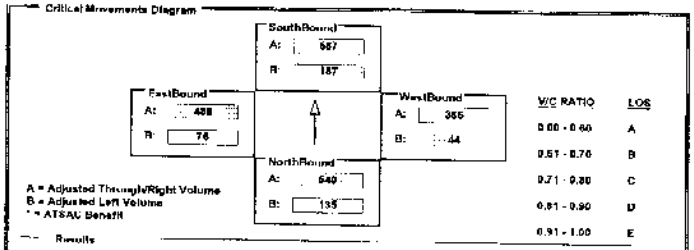
AM/PM: PM Comments: INT# 199

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	135	1589	32	187	1717	43	44	772	135	76	975	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1589	32	187	1717	43	44	772	135	76	975	168
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (640 + 187 + 44 + 135) / *1425 = 0.814 LOS = D

Developed by Chun Wong 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

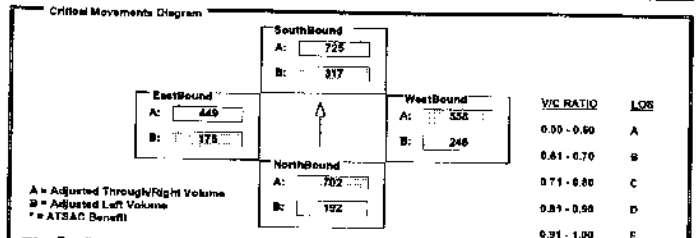
AM/PM: PM Comments: INT# 200

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	2107	76	317	2175	145	245	704	411	176	715	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	2107	76	317	2175	145	245	704	411	176	715	183
LANE	1	0	3	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (702 + 317 + 556 + 176) / *1425 = 1.160 LOS = F

Developed by Chun Wong 12-94

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

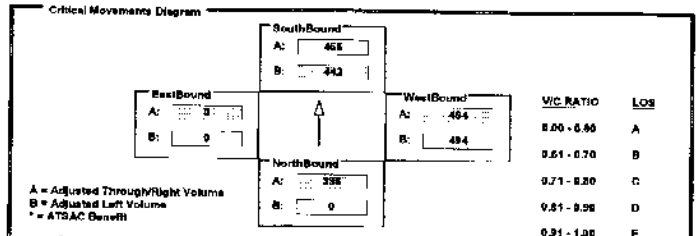
AM/PM: PM Comments: INT# 201

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	791	120	442	931	0	556	0	432	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	791	120	442	931	0	556	0	432	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (396 + 442 + 494 + 0) / *1500 = 0.818 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

AM/PM: PM Comments: INT# 202

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	683	0	177	0	0	0	0	1339	0	0	1723	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	683	0	177	0	0	0	0	1339	0	0	1723	0
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 574 B: 0

WestBound A: 446 B: 0

NorthBound A: 177 B: 376

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)

$$V/C = \frac{376 + 0 + 0 + 574}{1500} = 0.633 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

AM/PM: PM Comments: INT# 203

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	833	0	0	1858	0	517	0	810	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	833	0	0	1858	0	517	0	810	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 464 B: 0

EastBound A: 0 B: 0

WestBound A: 442 B: 442

NorthBound A: 278 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)

$$V/C = \frac{0 + 464 + 442 + 0}{1500} = 0.604 \qquad LOS = B$$

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

AM/PM: PM Comments: INT# 204

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	273	1389	143	137	1506	64	145	198	59	78	287	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1389	143	137	1506	64	145	198	59	78	287	180
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 523 B: 137

EastBound A: 234 B: 78

WestBound A: 198 B: 145

NorthBound A: 456 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)

$$V/C = \frac{273 + 523 + 145 + 234}{1425} = 0.825 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

AM/PM: PM Comments: INT# 205

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	99	418	166	53	522	104	184	255	87	59	279	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	418	166	53	522	104	184	255	87	59	279	110
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	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: 626 B: 53

EastBound A: 389 B: 59

WestBound A: 542 B: 184

NorthBound A: 584 B: 99

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)

$$V/C = \frac{99 + 626 + 184 + 389}{1500} = 0.865 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

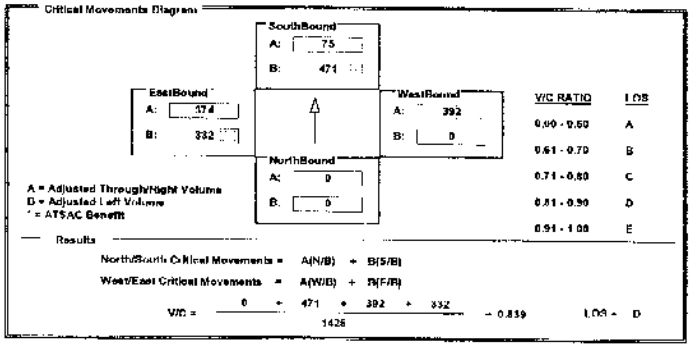
AM/PM: PM Comments: INT# 206

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	856	0	241	0	787	780	332	1122	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	856	0	241	0	787	780	332	1122	0
LANE	0 0 0	0 0 0		2 0 0	0 0 1 0		0 0 2	0 1 1 0		1 0 3	0 0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (0 + 471 + 392 + 332) / 1426 = 0.839 LOS = D

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

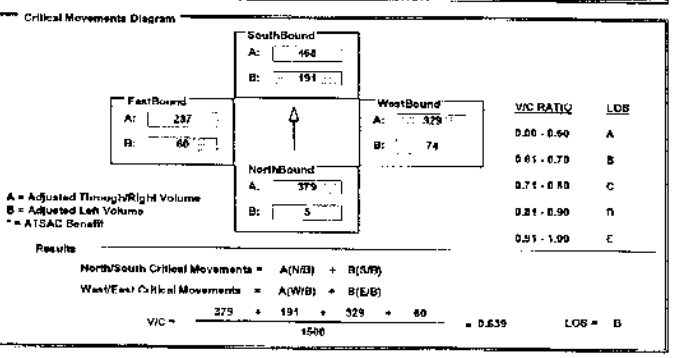
AM/PM: PM Comments: INT# 207

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	5	292	87	191	432	36	74	197	132	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	292	87	191	432	36	74	197	132	60	193	44
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (379 + 191 + 329 + 60) / 1500 = 0.639 LOS = B

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

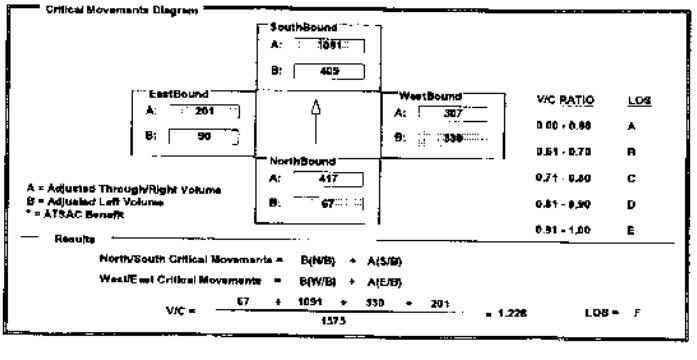
AM/PM: PM Comments: INT# 208

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	67	1250	203	743	2929	345	330	613	329	90	313	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	1250	203	743	2929	345	330	613	329	90	313	89
LANE	1 0 3	0 1 0		2 0 2	0 1 0		1 0 2	0 1 0		1 0 1	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



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

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

Results

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

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

V/C = (67 + 1091 + 330 + 201) / 1375 = 1.226 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

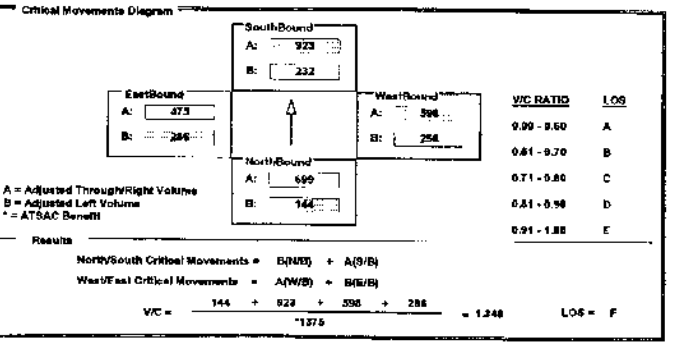
AM/PM: PM Comments: INT# 209

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	144	1239	159	232	1811	234	258	1674	119	288	1418	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1239	159	232	1811	234	258	1674	119	288	1418	111
LANE	1 0 3	0 1 0	0	1 0 1	0 1 0	0	1 0 2	0 1 0	0	1 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (144 + 923 + 596 + 288) / 1375 = 1.348 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL | W/E: I-10 EB ON-RAMP | I/S No: 99420

AM/PM: PM | Comments: INT# 210

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	760	904	86	1058	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	760	904	86	1058	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0 0			0 0 0 0 0 0			0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 629 B: 86

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 904 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 = + +

V/C = (904 + 86 + + +) / 1500 = 0.660 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL | W/E: I-10 WB OFF RAMP/APPLE ST | I/S No: 99422

AM/PM: PM | Comments: INT# 211

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	8	755	0	0	611	186	519	286	61	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	755	0	0	611	186	519	286	61	184	0	65
LANE	1 0 2 0 0 0			0 0 2 0 0 1			1 0 0 1 0 0			2 0 0 0 0 1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 308 B: 0

EastBound A: 65 B: 101

WestBound A: 433 B: 433

NorthBound A: 375 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 = (375 + 0 + 433 + 101) / *1425 = 0.670 LOS = A

2010PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV | W/E: PALMS BL | I/S No: 99424

AM/PM: PM | Comments: INT# 212

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	1210	276	172	1417	139	242	738	49	139	912	96
AMBIENT												
RELATED												
PROJECT												
TOTAL	264	1210	276	172	1417	139	242	738	49	139	912	96
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: 778 B: 172

EastBound A: 504 B: 139

WestBound A: 334 B: 242

NorthBound A: 505 B: 264

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 = (264 + 778 + 242 + 504) / *1500 = 1.122 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST | W/E: CULVER BL | I/S No: 99430

AM/PM: PM | Comments: INT# 215

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	23	0	691	0	0	0	705	1307	0	0	1298	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	691	0	0	0	705	1307	0	0	1298	0
LANE	0 0 0 0 0 1 1			0 0 0 0 0 0 0			2 0 2 0 0 0 0			0 0 2 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 432 B: 0

WestBound A: 654 B: 388

NorthBound A: 0 B: 23

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 = (23 + 0 + 388 + 432) / *1425 = 0.522 LOS = A

+0.03 ATCS

0.492

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July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

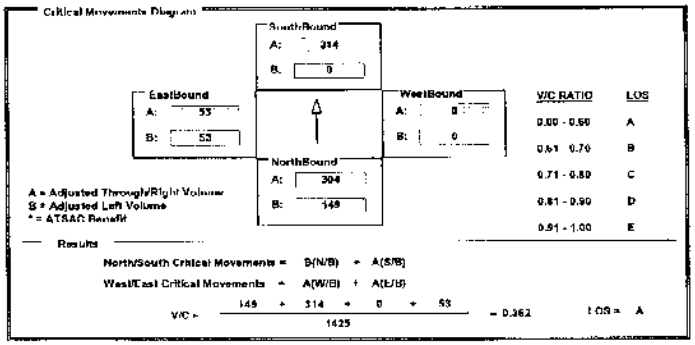
AM/PM: PM Comments: INT# 216

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	271	608	0	0	628	77	0	0	0	106	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	271	608	0	0	628	77	0	0	0	106	0	104
LANE	2	0	2	0	1	0	1	0	2	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (149 + 314 + 0 + 53) / 1425 = 0.362 LOS = A

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2610PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

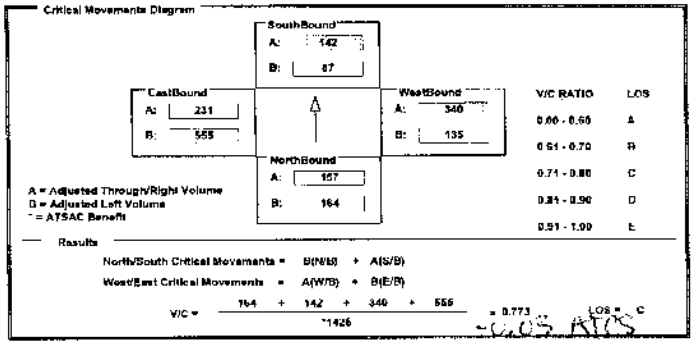
AM/PM: PM Comments: INT# 217

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	164	179	134	87	284	381	135	1214	146	555	799	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	179	134	87	284	381	135	1214	146	555	799	123
LANE	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (164 + 142 + 340 + 555) / 1426 = 0.773 LOS = C

2610PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

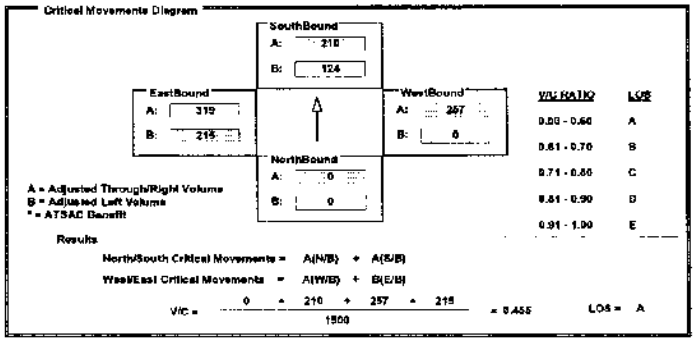
AM/PM: PM Comments: INT# 218

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	124	0	210	0	514	128	215	637	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	124	0	210	0	514	128	215	637	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 210 + 257 + 215) / 1500 = 0.455 LOS = A

Developed by Chun Wong, 12/94

2610PM

CalcaDB

July 16, 2003 ,Wednesday 11:44:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

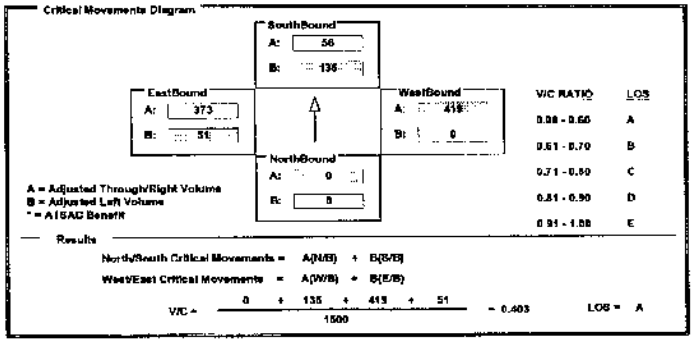
AM/PM: PM Comments: INT# 220

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	135	0	56	0	838	101	51	745	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	135	0	56	0	838	101	51	745	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 135 + 415 + 51) / 1500 = 0.603 LOS = A

Developed by Chun Wong, 12/94

THE VILLAGE AT PLAYA VISTA PROJECT

APPENDIX VOLUME 3F

INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 WITH PROJECT CONDITIONS – AM AND PM PEAK HOURS

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 WITH PROJECT

AM PEAK HOUR

LAXAMPRJ

CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: ARBOR VITAE I/S No: 20110

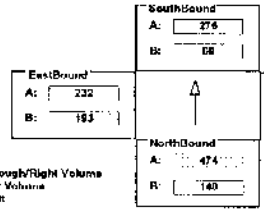
AM/PM: AM Comments: INT# 1

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	836	111	60	827	129	100	875	16	193	446	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	836	111	60	827	129	100	875	16	193	446	232
LANE	1 0 1			1 0 3			1 0 1			1 0 2		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (474 + 68 + 446 + 193) / *1500 = 0.712 LOS = C

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

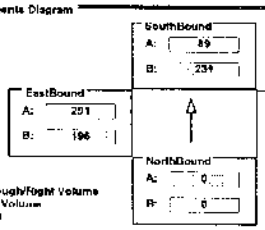
AM/PM: AM Comments: INT# 2

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	625	0	340	0	1349	651	358	1165	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	625	0	340	0	1349	651	358	1165	0
LANE	0 0 0			3 0 0			0 0 4			2 0 3		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (0 + 251 + 555 + 196) / *1375 = 0.650 LOS = B

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TUJUNGA I/S No: 20070

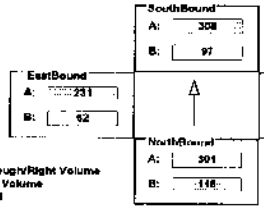
AM/PM: AM Comments: INT# 3

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	221	446	97	241	67	754	914	19	62	652	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	221	446	97	241	67	754	914	19	62	652	41
LANE	0 1 0			0 1 0			2 0 1			1 0 2		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (116 + 308 + 415 + 231) / *1375 = 0.710 LOS = C

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

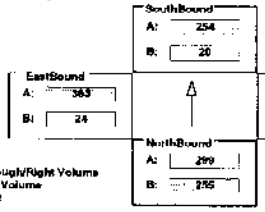
AM/PM: AM Comments: INT# 4

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	483	597	219	20	462	46	122	430	6	24	400	325
AMBIENT												
RELATED												
PROJECT												
TOTAL	483	597	219	20	462	46	122	430	6	24	400	325
LANE	2 0 2			0 1 0			1 0 1			1 0 1		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (288 + 254 + 122 + 363) / *1375 = 0.653 LOS = B

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

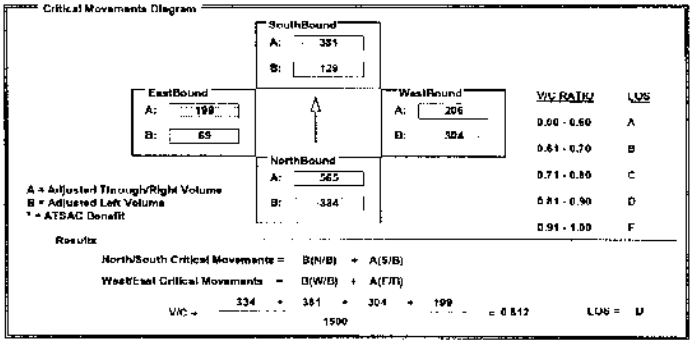
AM/PM: AM Comments: INT# 5

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	334	929	201	129	735	26	304	412	112	69	255	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	334	929	201	129	735	26	304	412	112	69	255	142
LANE	1	0	1	0	1	0	1	0	1	0	2	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



Results

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

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

V/C = (334 + 381 + 304 + 199) / 1500 = 0.812 LOS = D

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CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19390

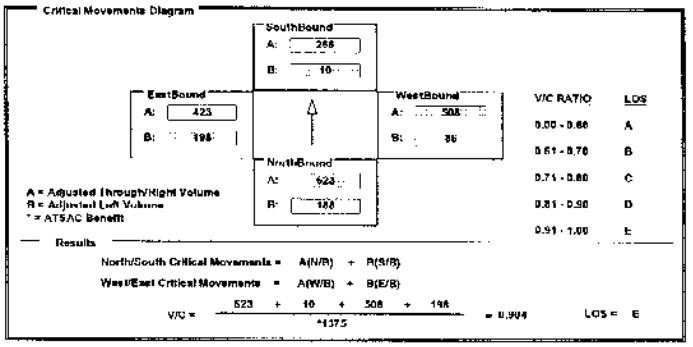
AM/PM: AM Comments: INT# 6

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	507	1205	40	19	635	170	86	1821	211	198	1388	305
AMBIENT												
RELATED												
PROJECT												
TOTAL	507	1205	40	19	635	170	86	1821	211	198	1388	305
LANE	3	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	1	0	1	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



Results

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

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

V/C = (623 + 10 + 508 + 198) / 1375 = 0.904 LOS = E

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CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

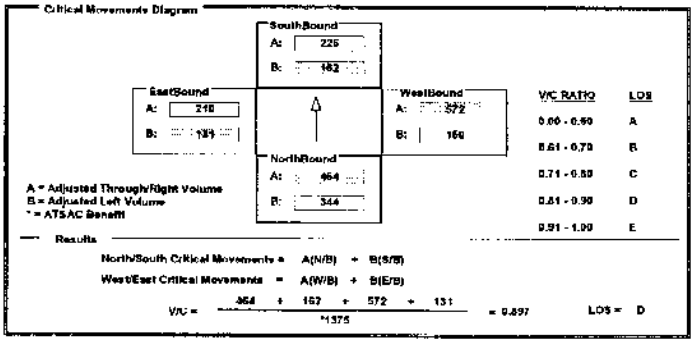
AM/PM: AM Comments: INT# 7

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	626	928	117	294	518	387	272	1716	691	238	449	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	626	928	117	294	518	387	272	1716	691	238	449	180
LANE	2	0	2	0	1	0	2	0	2	0	1	1	0	2	0	3	0	1	0	2	0	2	0	1	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



Results

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

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

V/C = (464 + 160 + 572 + 131) / 1375 = 0.897 LOS = D

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

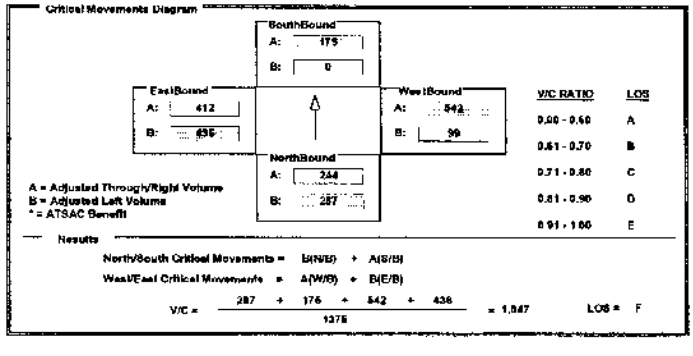
AM/PM: AM Comments: INT# 8

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	287	407	80	0	279	393	99	1084	8	436	824	313
AMBIENT												
RELATED												
PROJECT												
TOTAL	287	407	80	0	279	393	99	1084	8	436	824	313
LANE	1	0	1	0	1	0	0	0	2	0	1	0	1	0	2	0	0	1	0	2	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



Results

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

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

V/C = (287 + 176 + 542 + 436) / 1375 = 1.047 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 9927R

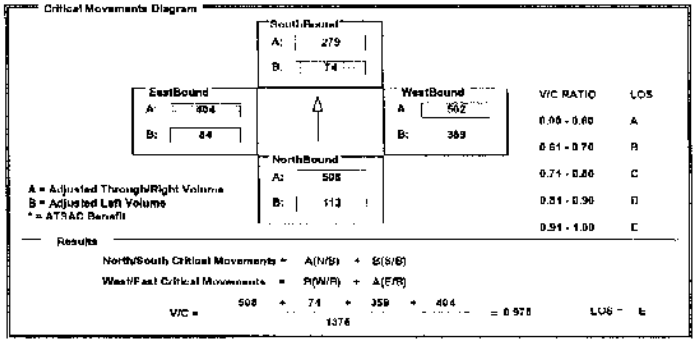
AM/PM: AM Comments: INT# 9

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	1276	688	134	974	321	653	1542	466	152	1283	334
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1276	688	134	974	321	653	1542	466	152	1283	334
LANE	2	0	3	0	1	0	2	0	4	0	1	0	2	0	3	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



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 = (508 + 74 + 359 + 404) / 1376 = 0.978 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: BALLWAY I/S No: 20449

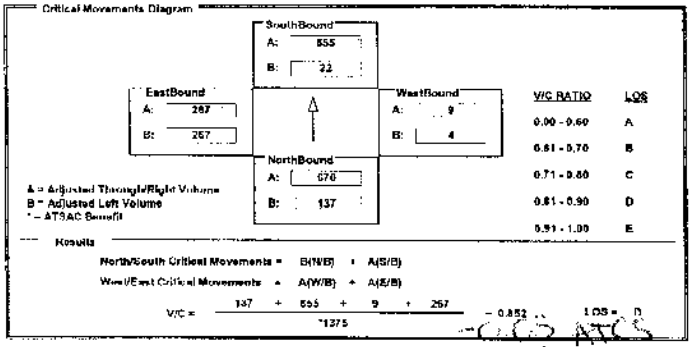
AM/PM: AM Comments: INT# 10

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	137	1958	44	22	2180	385	4	0	9	532	1	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1966	44	22	2188	385	4	0	9	532	1	204
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0	0	1	0	1	1	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



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 = (137 + 555 + 9 + 267) / 1375 = 0.852 LOS = D

0.922

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

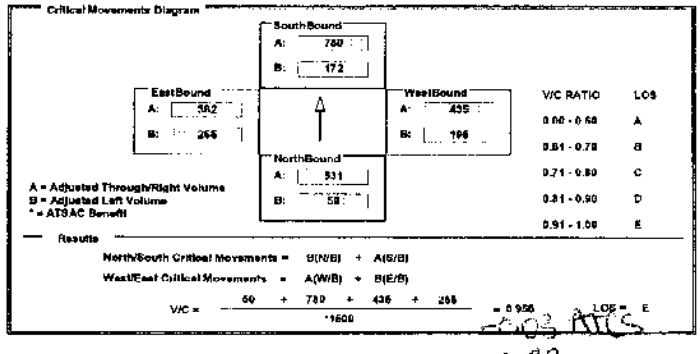
AM/PM: AM Comments: INT# 11

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	50	1061	132	172	1170	389	195	658	211	265	700	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	1061	132	172	1170	389	195	658	211	265	700	23
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	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



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 = (50 + 780 + 436 + 265) / 1600 = 0.956 LOS = E

0.92

Developed by Chun Wong, 12-94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20518

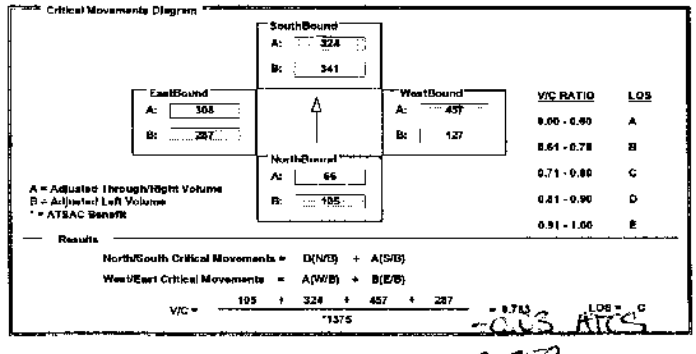
AM/PM: AM Comments: INT# 12

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	190	197	166	620	539	611	230	1371	533	522	923	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	197	166	620	539	611	230	1371	533	522	923	149
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = D(N/B) + A(S/B)

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

V/C = (105 + 324 + 457 + 287) / 1375 = 0.783 LOS = C

0.753

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

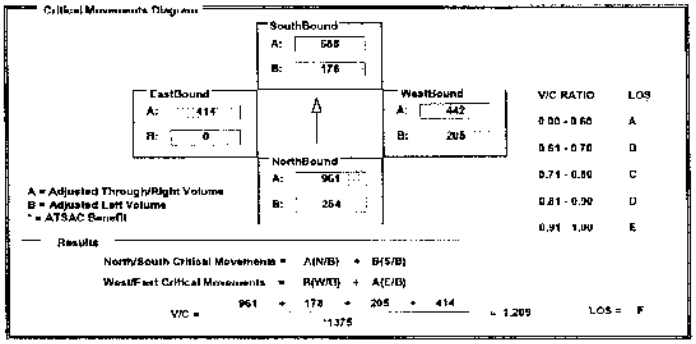
AM/PM: AM Comments: INT# 13

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	254	2828	56	178	2008	58	205	1327	219	0	1077	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	254	2828	56	178	2008	58	205	1327	219	0	1077	164
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	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



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 = (961 + 178 + 205 + 414) / 1375 = 1.209 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

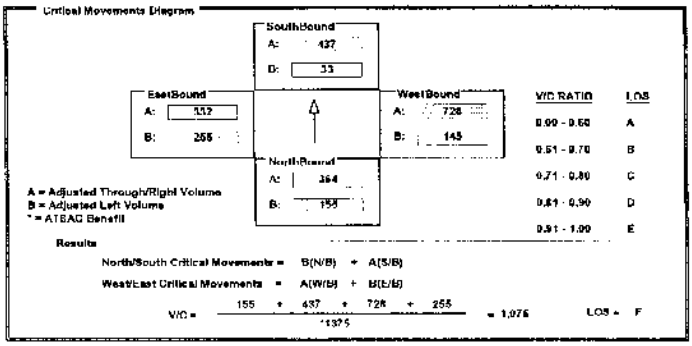
AM/PM: AM Comments: INT# 14

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	281	946	147	33	1120	191	264	1435	20	255	947	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	946	147	33	1120	191	264	1435	20	255	947	50
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	0	2	0	1	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



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 = (155 + 437 + 728 + 255) / 1375 = 1.076 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

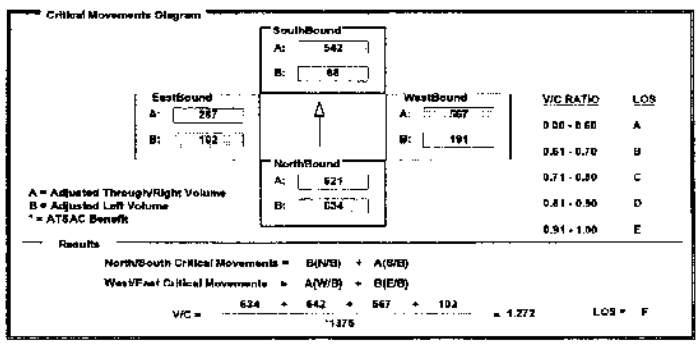
AM/PM: AM Comments: INT# 15

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	1152	1864	202	124	1626	122	348	944	189	102	880	956
AMBIENT												
RELATED												
PROJECT												
TOTAL	1152	1864	202	124	1626	122	348	944	189	102	880	956
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	0	2	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (634 + 542 + 567 + 191) / 1375 = 1.272 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

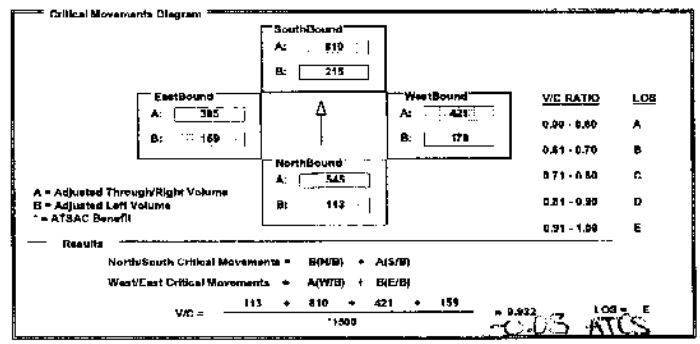
AM/PM: AM Comments: INT# 16

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	954	136	215	1620	104	178	670	171	159	857	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	954	136	215	1620	104	178	670	171	159	857	113
LANE	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	1	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



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 = (113 + 810 + 421 + 159) / 1500 = 0.932 LOS = E

2003 ATCS

0.902

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: CENTURY BL | I/S No: 19680

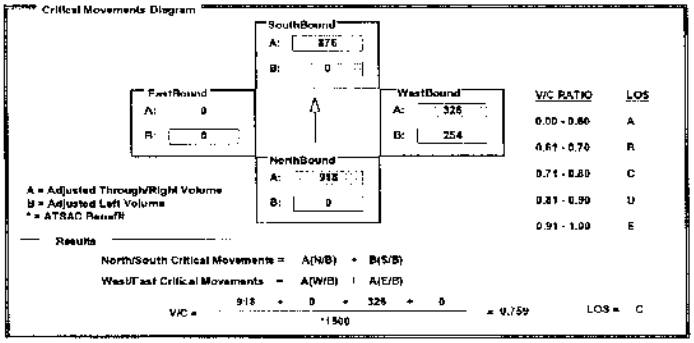
AM/PM: AM | Comments: INT# 17

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	3673	74	0	3502	45	498	12	592	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3673	74	0	3502	45	498	12	592	0	0	0
LANE	0	0	4	0	0	1	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (918 + 0 + 326 + 0) / 1500 = 0.759 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: JEFFERSON BL | I/S No: 19917

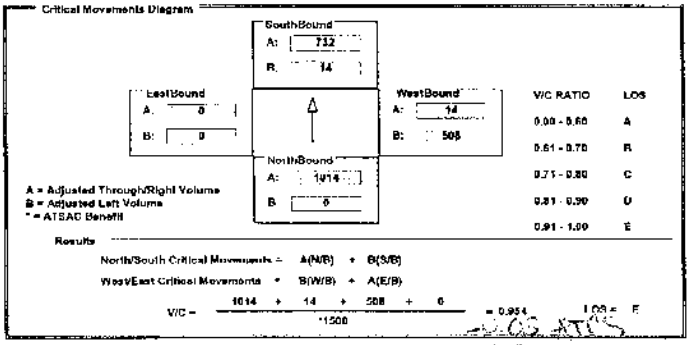
AM/PM: AM | Comments: INT# 18

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	2027	595	14	1380	0	923	0	14	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2027	595	14	1380	0	923	0	14	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (1014 + 14 + 508 + 0) / 1500 = 0.954 LOS = E

ATCS

0.954

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: MARINA EXWY EB RAMPS | I/S No: 20390

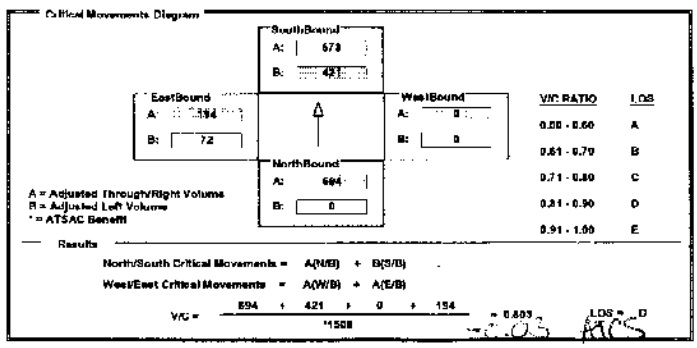
AM/PM: AM | Comments: INT# 19

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	965	1261	421	2019	0	0	0	0	72	0	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	965	1261	421	2019	0	0	0	0	72	0	194
LANE	0	0	2	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (694 + 421 + 0 + 154) / 1500 = 0.803 LOS = D

ATCS

0.773

LOS: C

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL | W/E: MARINA EXWY WB RAMPS | I/S No: 20400

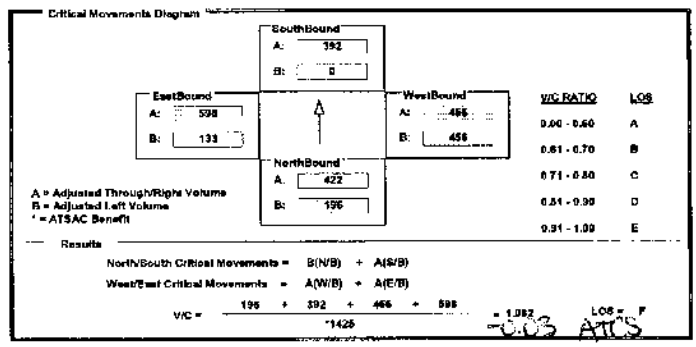
AM/PM: AM | Comments: INT# 20

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	196	843	0	0	1099	76	744	569	55	133	0	598
AMBIENT												
RELATED												
PROJECT												
TOTAL	196	843	0	0	1099	76	744	569	55	133	0	598
LANE	1	0	2	0	0	0	0	0	2	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (196 + 392 + 466 + 598) / 1425 = 1.082 LOS = F

ATCS

1.052

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99228

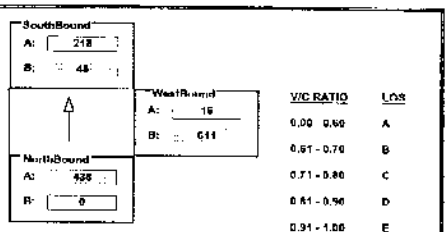
AM/PM: AM Comments: INT# 21

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	875	1002	48	436	0	1110	0	16	14	257	288
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	875	1002	48	436	0	1110	0	16	14	257	288
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (438 + 48 + 611 + 559) / 1425 = 1.092 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

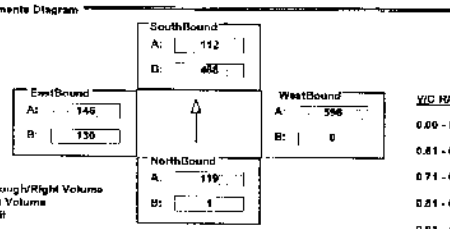
AM/PM: AM Comments: INT# 22

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	231	5	1266	75	37	3	17	1174	130	16	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	231	5	1266	75	37	3	17	1174	130	16	0
LANE	0	1	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (119 + 484 + 596 + 146) / 1375 = 0.897 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

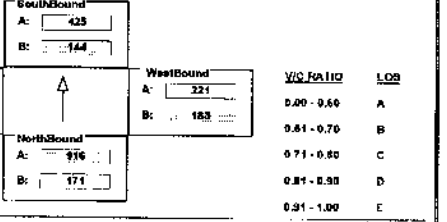
AM/PM: AM Comments: INT# 23

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	311	2748	412	262	1700	194	183	442	200	126	234	297
AMBIENT												
RELATED												
PROJECT												
TOTAL	311	2748	412	262	1700	194	183	442	200	126	234	297
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	1	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



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 = (916 + 144 + 183 + 211) / 1375 = 1.057 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

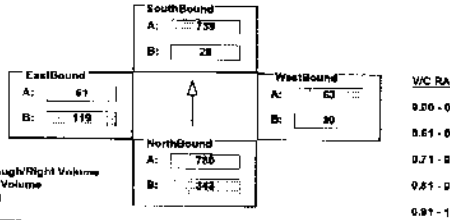
AM/PM: AM Comments: INT# 24

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	624	2339	39	28	2119	98	30	36	27	119	61	894
AMBIENT												
RELATED												
PROJECT												
TOTAL	624	2339	39	28	2119	98	30	36	27	119	61	894
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	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

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 = (343 + 739 + 63 + 119) / 1426 = 0.813 LOS = D

-0.03 ATCS

0.781

LOS = C

Developed by Chen Wang, 12/04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

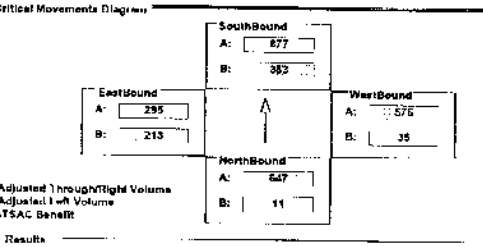
AM/PM: AM Comments: INT# 25

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	11	1199	95	383	647	30	35	10	768	213	58	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	1199	95	383	647	30	35	10	768	213	58	24
LANE	1 0 1	0 1 0	0	1 0 0	0 1 0	0	1 0 1	0 0 1	0	0 0 0	1 0 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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/S) + B(S/B)

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

V/C = (647 + 383 + 576 + 213) / 1375 = 1.323 LOS = F

Developed by Chun Wong, 12-04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19885

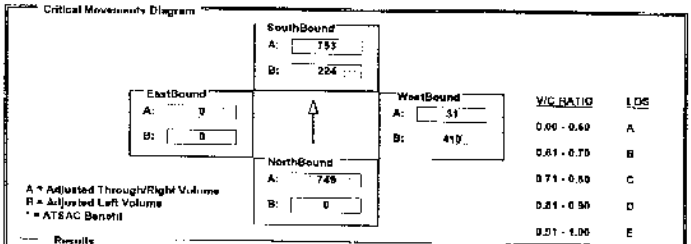
AM/PM: AM Comments: INT# 26

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	2997	1029	407	2259	0	1108	0	255	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2997	1029	407	2259	0	1108	0	255	0	0	0
LANE	0 0 4	0 1 0		2 0 3	0 0 0		3 0 0	0 0 1	0	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Liv	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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/S) + B(S/B)

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

V/C = (749 + 224 + 410 + 0) / *1425 = 0.991 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

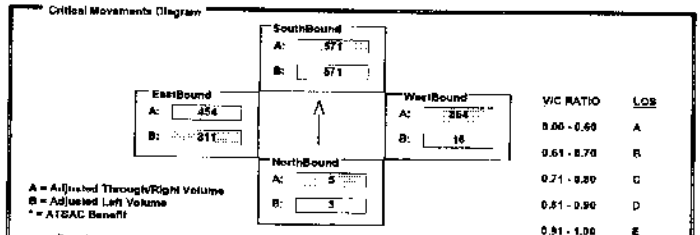
AM/PM: AM Comments: INT# 27

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	3	0	2	1131	10	163	18	367	1434	565	903	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	2	1131	10	163	18	367	1434	565	903	5
LANE	0 0 0	1 0 0		1 0 1	0 1 0		1 0 2	0 0 1	0	2 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (5 + 571 + 354 + 311) / *1375 = 1.285 LOS = F

Developed by Chun Wong, 12-04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

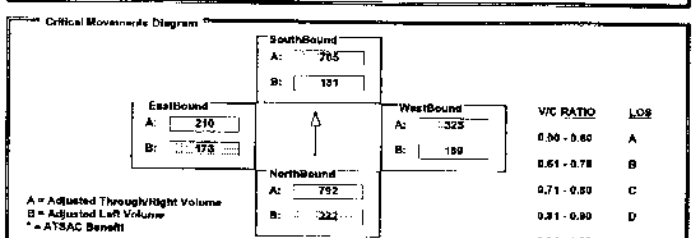
AM/PM: AM Comments: INT# 28

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	222	2376	599	239	2793	26	327	171	389	314	342	321
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	2376	599	239	2793	26	327	171	389	314	342	321
LANE	1 0 2	0 0 1	0	2 0 3	0 1 0		2 0 3	0 0 1	0	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



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 = (222 + 705 + 323 + 173) / *1375 = 0.965 LOS = E

Developed by Chun Wong, 12-04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 98234

AM/PM: AM Comments: INT# 29

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	188	490	173	194	545	205	184	785	119	101	730	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	490	173	194	545	205	184	785	119	101	730	130

LANE: 1 0 1 | 0 0 1 0 | 1 0 1 | 0 0 1 0 | 1 0 1 | 0 0 1 0 | 1 0 2 | 0 0 1 0 | 1 0 1 | 0 1 0

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

Critical Movements Diagram

SouthBound A: 545 B: 194
EastBound A: 630 B: 101
WestBound A: 393 B: 184
NorthBound A: 490 B: 188

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 = (188 + 545 + 184 + 490) / 1425 = 0.875 LOS = D

-.023 ATSAC

0.845

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

AM/PM: AM Comments: INT# 30

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	7	171	0	0	0	338	1077	583	207	1136	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	7	171	0	0	0	338	1077	583	207	1136	0

LANE: 1 0 0 1 | 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: 379 B: 207
WestBound A: 583 B: 0
NorthBound A: 193 B: 193

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 = (193 + 0 + 583 + 207) / 1200* = 0.749 LOS = C

-.023 ATSAC

0.749

Developed by Chun Wang, 1994

LAXAMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

AM/PM: AM Comments: INT# 31

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	151	0	635	338	1291	0	207	983	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	151	0	635	338	1291	0	207	983	199

LANE: 0 0 0 | 0 0 0 | 1 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>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 318 B: 151
EastBound A: 328 B: 0
WestBound A: 646 B: 186
NorthBound A: 0 B: 0

2.07

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 = (0 + 318 + 646 + 0) / 1288* = 0.753 LOS = C

-.023 ATSAC

0.763

Developed by Chun Wang, 1994

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

AM/PM: AM Comments: INT# 32

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	146	2599	358	157	2125	531	238	947	138	349	589	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	2599	358	157	2125	531	238	947	138	349	589	138

LANE: 1 0 2 0 1 0 0 | 1 0 3 0 0 1 0 | 2 0 2 0 0 1 0 | 2 0 1 0 1 0 0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	OLA	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 708 B: 157
EastBound A: 354 B: 192
WestBound A: 474 B: 131
NorthBound A: 986 B: 146

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 = (986 + 157 + 474 + 354) / 1426 = 1.320 LOS = F

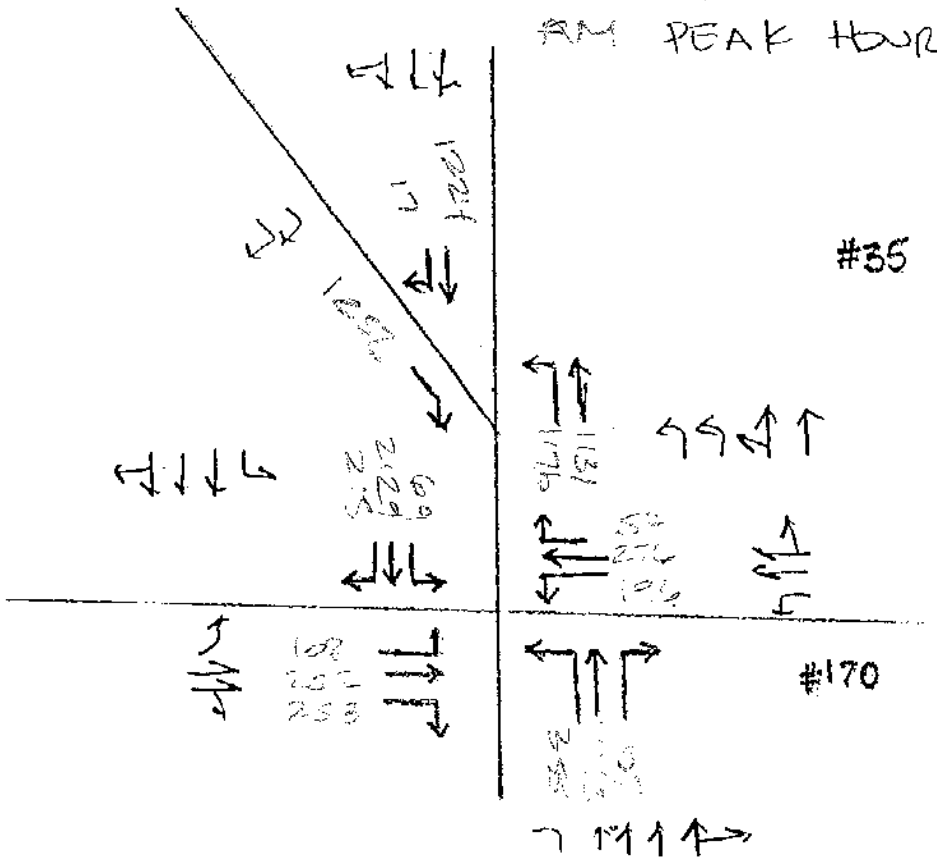
Developed by Chun Wang, 1994

#35 SEPULVEDA BL / JEFFERSON BL

#170 SAWTELLE BL / JEFFERSON BL

2010 W/PROJECT

AM PEAK HOUR



① 1232/2 = 616 OR 1176/3 = 392 OR (355) OR (213+108)/4 = 555

② 616 OR 392 OR (298+215)/3 = 781 OR 555

781 − 414 = 69

298

③ (1224 + 414)/3 = (414) OR 781 OR 555

④ 392 OR (69) OR 781

⑤ 392 OR (196 + 252+253/2) = (448) OR (108 + 276 + 54/2) = 273

CRITICAL VOLUMES = 355 + 298 + 414 + 69 + 448 = 1584

V/C = (1584/1375) − 0.07 ATSAC = 1.082 LOS F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

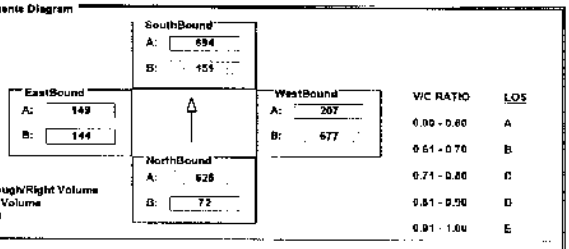
AM/PM: AM Comments: INT# 33

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	72	2499	601	275	2338	439	1230	413	406	144	357	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	2499	601	275	2338	439	1230	413	406	144	357	89
LANE	1 0 3 0 1 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: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

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 = (625 + 149 + 677 + 149) / *1375 = 1.095 LOS = F

1.085 ATSAC

Developed by Chun Wong 12:04

LAXAMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

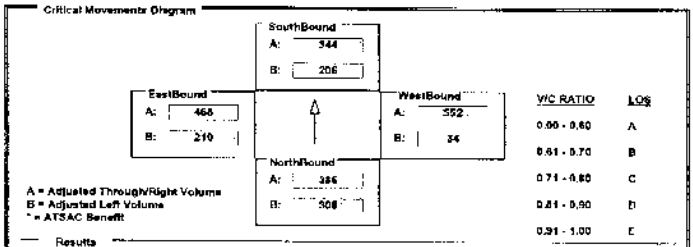
AM/PM: AM Comments: INT# 34

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	560	740	32	375	688	312	61	1104	430	382	935	440
AMBIENT												
RELATED												
PROJECT												
TOTAL	560	740	32	375	688	312	61	1104	430	382	935	440
LANE	2 0 1 0 1 0 0			2 0 2 0 0 1 0			2 0 2 0 0 1 0			2 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: Auto	

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 = (386 + 344 + 552 + 210) / 1375 = 1.028 LOS = F

Developed by Chun Wong 12:04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

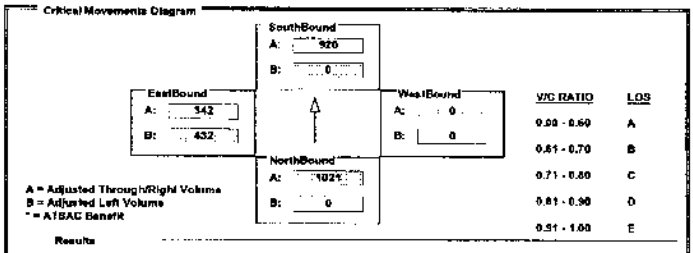
AM/PM: AM Comments: INT# 36

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	2974	89	0	2338	1342	0	0	0	1166	328	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2974	89	0	2338	1342	0	0	0	1166	328	14
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



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 = (1021 + 0 + 0 + 432) / *1500 = 0.899 LOS = D

Developed by Chun Wong 12:04

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CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

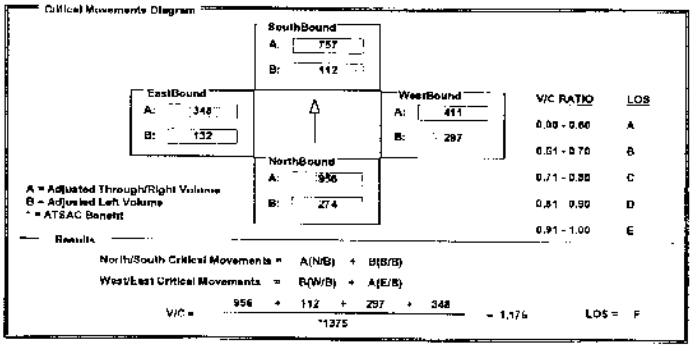
AM/PM: AM Comments: INT# 37

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	498	2719	149	203	2206	64	297	822	338	132	698	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	498	2719	149	203	2206	64	297	822	338	132	698	221
LANE	2 0 2	0 1 0	0	2 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (956 + 112 + 297 + 348) / 1375 = 1.176 LOS = F

Developed by Chen Wang 12/94

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CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

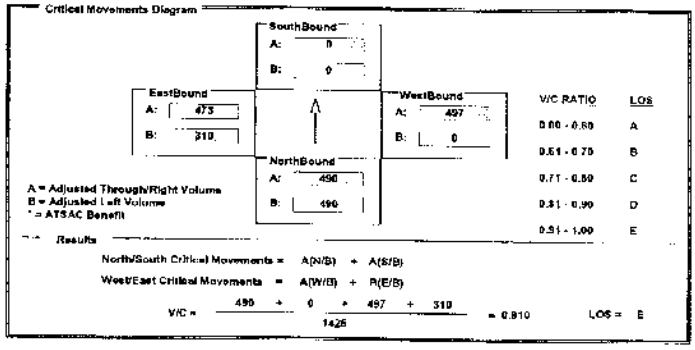
AM/PM: AM Comments: INT# 38

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	838	13	129	0	0	0	0	1989	150	563	1419	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	838	13	129	0	0	0	0	1989	150	563	1419	0
LANE	1 0 0	1 0 0	0	0 0 0	0 0 0	0	0 0 4	0 0 2	0	2 0 3	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (490 + 0 + 497 + 310) / 1425 = 0.810 LOS = E

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99194

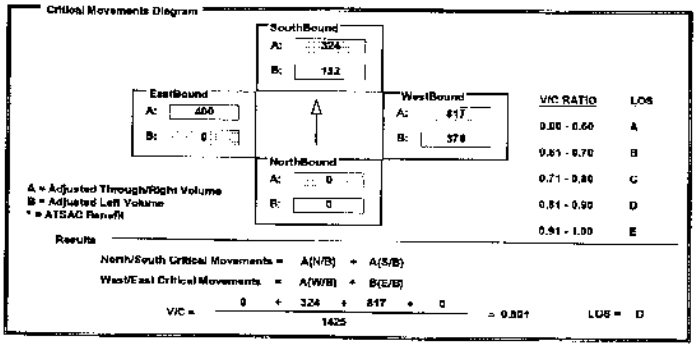
AM/PM: AM Comments: INT# 39

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	132	1	589	376	2451	0	0	1860	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	132	1	589	376	2451	0	0	1860	140
LANE	0 0 0	0 0 0	0	0 1 0	0 2 0	0	1 0 3	0 0 0	0	0 0 4	0 1 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 324 + 817 + 0) / 1425 = 0.801 LOS = D

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

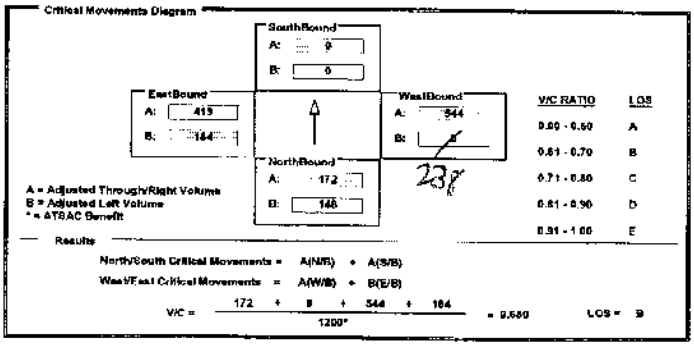
AM/PM: AM Comments: INT# 40

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	146	3	172	0	0	0	238	1274	359	335	1256	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	3	172	0	0	0	238	1274	359	335	1256	0
LANE	1 0 0	0 1 0	0	0 0 0	0 0 0	0	0 0 2	0 1 0	0	2 0 3	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



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 = (172 + 0 + 544 + 164) / 1200* = 0.880 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I 405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

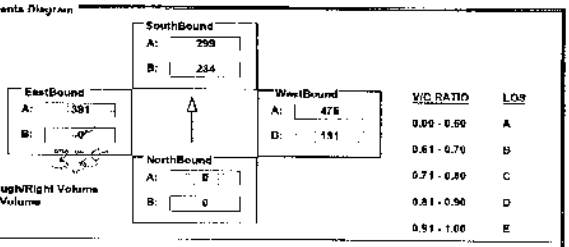
AM/PM: AM Comments: INT# 41

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	234	0	364	238	1425	0	335	1026	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	234	0	364	238	1425	0	335	1026	147
LANE	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	2	1	0
SIGNAL	Phasing: <none>	RTOR: <none>			Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto

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) + A(S/B)

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

V/C = (0 + 299 + 151 + 391) / 1200* = 0.814 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

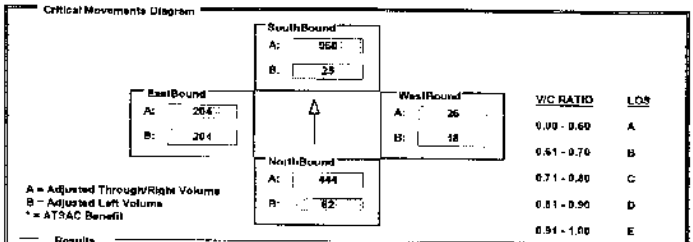
AM/PM: AM Comments: INT# 42

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	112	1760	17	25	2745	134	18	4	4	407	0	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	1760	17	25	2745	134	18	4	4	407	0	81
LANE	2	0	3	0	1	0	0	1	0	2	1	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (62 + 960 + 26 + 204) / *1375 = 0.841 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

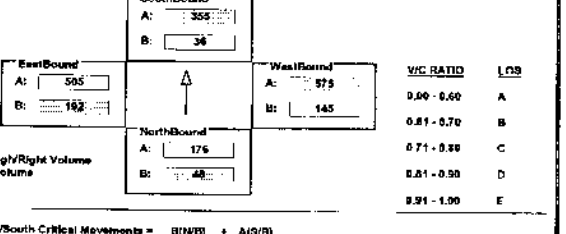
AM/PM: AM Comments: INT# 43

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	351	122	36	476	451	145	1149	27	192	1009	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	351	122	36	476	451	145	1149	27	192	1009	8
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (48 + 355 + 575 + 192) / *1375 = 0.781 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

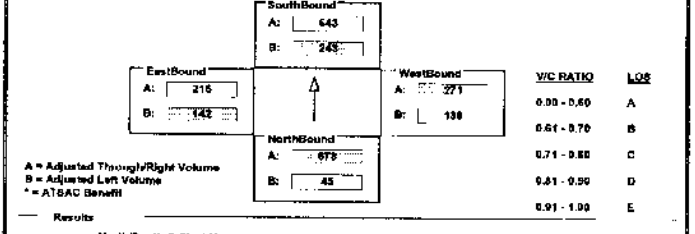
AM/PM: AM Comments: INT# 44

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	45	2035	111	243	1930	110	251	354	188	142	335	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	2035	111	243	1930	110	251	354	188	142	335	95
LANE	1	0	3	0	1	0	1	0	3	0	0	1	0	2	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (678 + 243 + 271 + 142) / *1375 = 0.900 LOS = E

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CalcaDB

July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

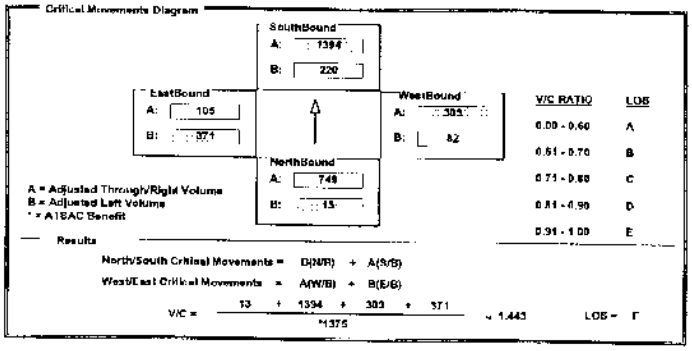
AM/PM: AM Comments: INT# 45

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	13	2935	59	220	4046	138	82	56	413	371	69	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	2935	59	220	4046	138	82	56	413	371	69	36
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0		1 0 1	0 0 1	0	1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (13 + 1394 + 383 + 371) / 1375 = 1.445 LOS = F

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

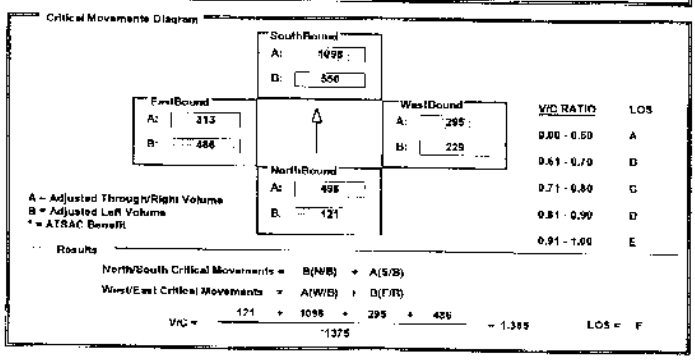
AM/PM: AM Comments: INT# 46

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	121	1834	157	550	2778	515	229	590	715	486	626	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1834	157	550	2778	515	229	590	715	486	626	165
LANE	1 0 3	0 1 0	0	1 0 2	0 1 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



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 = (121 + 1098 + 295 + 486) / 1375 = 1.385 LOS = F

Developed by Chun Wong, 1994

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99156

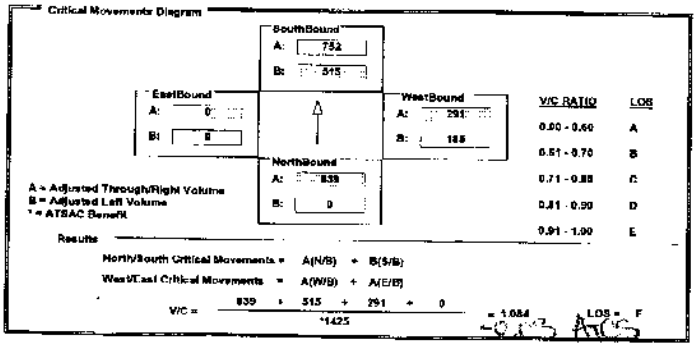
AM/PM: AM Comments: INT# 47

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	2284	233	936	2256	0	337	0	996	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2284	233	936	2256	0	337	0	996	0	0	0
LANE	0 0 2	0 1 0	0	2 0 3	0 0 0		2 0 0	0 0 2	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



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 = (839 + 515 + 291 + 0) / 1425 = 1.084 LOS = F

1.052

Developed by Chun Wong, 1994

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAKELLA AV I/S No: 20453

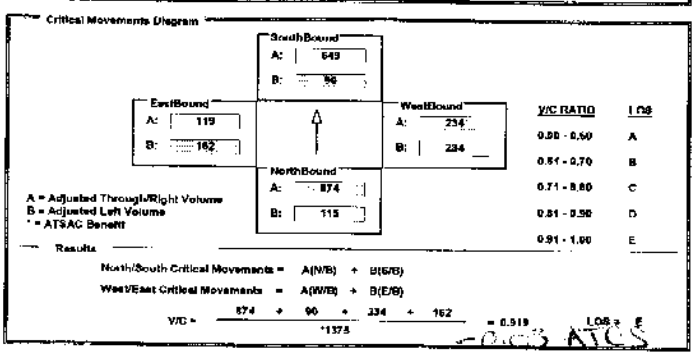
AM/PM: AM Comments: INT# 48

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	2621	268	163	2540	54	443	24	137	162	119	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	2621	268	163	2540	54	443	24	137	162	119	167
LANE	2 0 3	0 0 1	0	2 0 3	0 1 0		1 1 0	0 0 1	0	1 0 1	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



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 = (874 + 90 + 234 + 162) / 1375 = 0.919 LOS = E

0.889

LOS = D

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

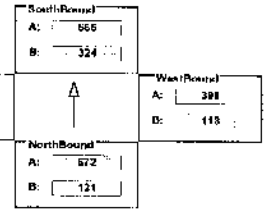
AM/PM: AM Comments: INT# 49

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	121	2015	352	324	1895	103	205	624	171	0	828	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	2015	352	324	1895	103	205	624	171	0	828	83
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	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



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 = (672 + 324 + 113 + 456) / *1375 = 1.088 LOS = F

Developed by Chun Kung, 2004

1.038

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

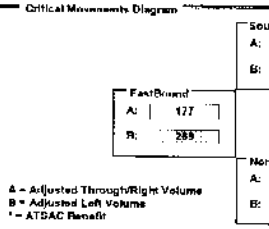
AM/PM: AM Comments: INT# 50

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	129	1846	34	95	1717	150	125	217	218	289	253	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1846	34	95	1717	150	125	217	218	289	253	101
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	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



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 = (940 + 95 + 216 + 289) / *1500 = 0.953 LOS = E

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0.928

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

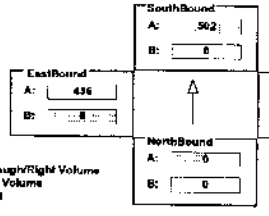
AM/PM: AM Comments: INT# 51

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	2008	0	0	1897	1922	0	1744	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2008	0	0	1897	1922	0	1744	0
LANE	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	3	0	0	0	4	0	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

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) + A(S/B)

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

V/C = (0 + 562 + 474 + 0) / *1500 = 0.691 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

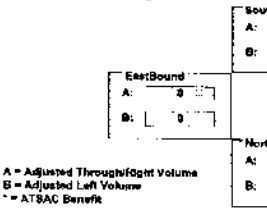
AM/PM: AM Comments: INT# 52

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	3099	563	330	3380	0	980	0	73	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3099	563	330	3380	0	980	0	73	0	0	0
LANE	0	0	3	0	1	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: Auto		Phasing: <none>	RTOR: <none>	

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 = (775 + 182 + 363 + 0) / *1425 = 0.656 LOS = D

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0.826

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: VENICE BL I/S No: 20790

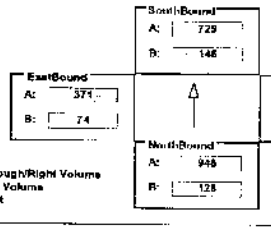
AM/PM: AM Comments: INT# 53

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	233	1700	189	285	1406	51	353	729	343	134	1113	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	1700	189	285	1406	51	353	729	343	134	1113	206
LANE	2	0	1	0	1	0	2	0	1	0	1	0	2	0	2	0	0	1	0	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



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 = (945 + 146 + 194 + 371) / *1375 = 1.164 LOS = F

1.164

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WASHINGTON BL I/S No: 20800

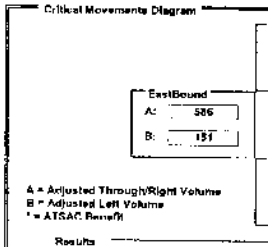
AM/PM: AM Comments: INT# 54

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	729	1776	317	252	1726	178	245	631	187	275	1172	676
AMBIENT												
RELATED												
PROJECT												
TOTAL	729	1776	317	252	1726	178	245	631	187	275	1172	676
LANE	2	0	2	0	1	0	2	0	2	0	1	0	2	0	2	0	1	0	2	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



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 = (401 + 635 + 155 + 586) / *1375 = 1.208 LOS = F

1.178

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: ROSE AV I/S No: 20960

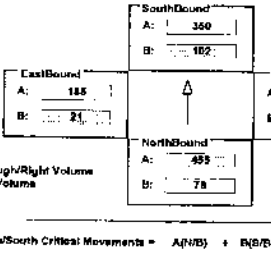
AM/PM: AM Comments: INT# 55

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	833	76	102	339	11	56	148	127	21	139	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	833	76	102	339	11	56	148	127	21	139	25
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	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



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 = (456 + 102 + 331 + 21) / *1800 = 0.536 LOS = A

0.536

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 20360

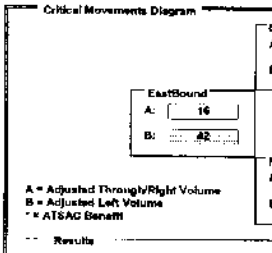
AM/PM: AM Comments: INT# 56

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	743	162	83	879	50	100	23	288	42	24	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	743	162	83	879	50	100	23	288	42	24	8
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

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 = (16 + 465 + 224 + 42) / *1375 = 0.473 LOS = A

0.506

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/C: MANCHESTER AV I/S No: 20200

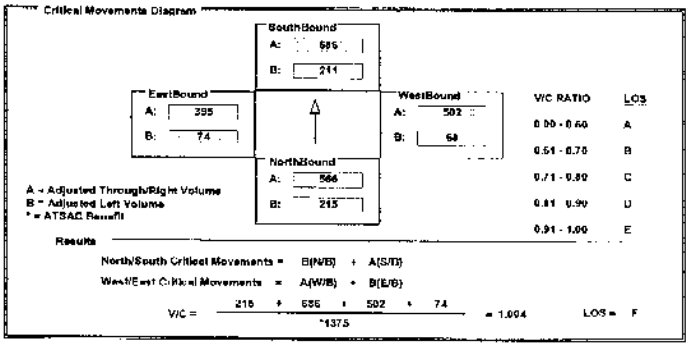
AM/PM: AM Comments: INT# 57

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	215	2169	93	383	2058	547	68	1140	367	134	790	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	215	2169	93	383	2058	547	68	1140	367	134	790	93
LANE	1 0	3 0	1 0	2 0	3 0	1 0	1 0	2 0	1 0	2 0	2 0	1 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



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 = (215 + 686 + 502 + 74) / 1375 = 1.004 LOS = F

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/C: MARIPOSA AV I/S No: 99326

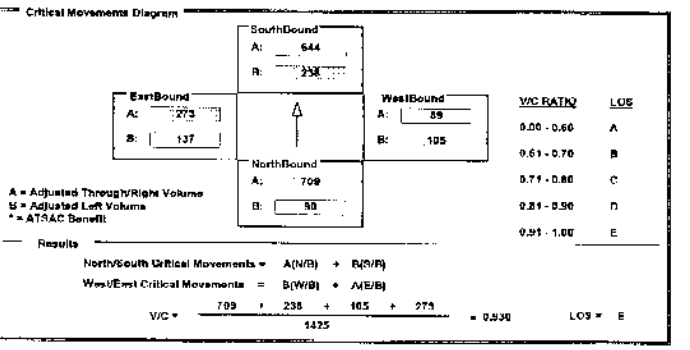
AM/PM: AM Comments: INT# 58

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	2534	193	432	2472	104	105	87	208	137	208	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	2534	193	432	2472	104	105	87	208	137	208	65
LANE	1 0	4 0	1 0	2 0	3 0	1 0	1 0	1 0	1 0	1 0	0 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (709 + 238 + 105 + 275) / 1425 = 0.930 LOS = E

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

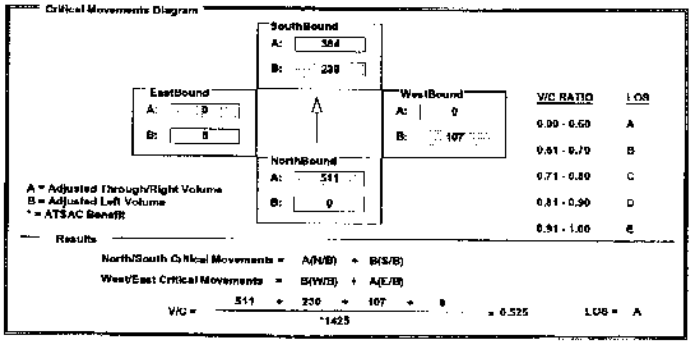
AM/PM: AM Comments: INT# 59

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	1022	563	230	768	0	290	0	33	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1022	563	230	768	0	290	0	33	0	0	0
LANE	0 0	2 0	2 0	1 0	2 0	0 0	2 0	0 0	1 1	0 0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (511 + 230 + 107 + 0) / 1425 = 0.525 LOS = A

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

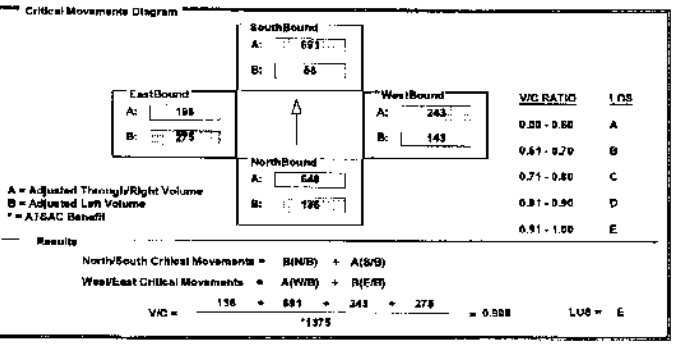
AM/PM: AM Comments: INT# 60

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	1613	331	58	1992	770	260	368	243	500	381	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1613	331	58	1992	770	260	368	243	500	381	14
LANE	1 0	2 0	1 0	0 0	1 0	2 0	1 1	0	2 0	2 0	1 0	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



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 = (136 + 691 + 243 + 275) / 1375 = 0.988 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

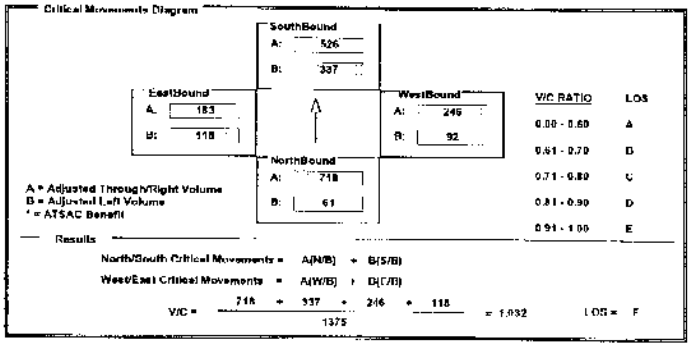
AM/PM: AM Comments: INT# 61

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	110	2873	620	612	1578	116	168	435	414	215	549	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	2873	620	612	1578	116	168	435	414	215	549	76
LANE	2	0	1	2	0	1	2	0	1	2	0	1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (718 + 337 + 246 + 118) / 1375 = 1.032 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 99170

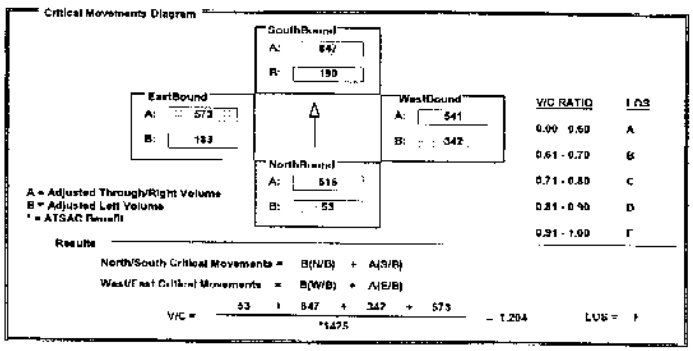
AM/PM: AM Comments: INT# 62

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	538	176	190	1274	420	342	1624	207	183	1720	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	538	176	190	1274	420	342	1624	207	183	1720	45
LANE	0	1	0	1	0	0	1	0	1	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (53 + 847 + 342 + 573) / 1475 = 1.204 LOS = F

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July 16, 2003 Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

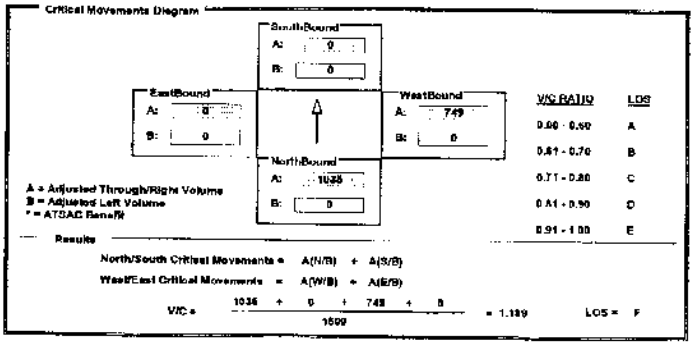
AM/PM: AM Comments: INT# 63

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	3108	0	0	0	0	0	0	2024	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3108	0	0	0	0	0	0	2024	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (1036 + 0 + 749 + 0) / 1600 = 1.139 LOS = F

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July 16, 2003 Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/76TH ST I/S No: 19860

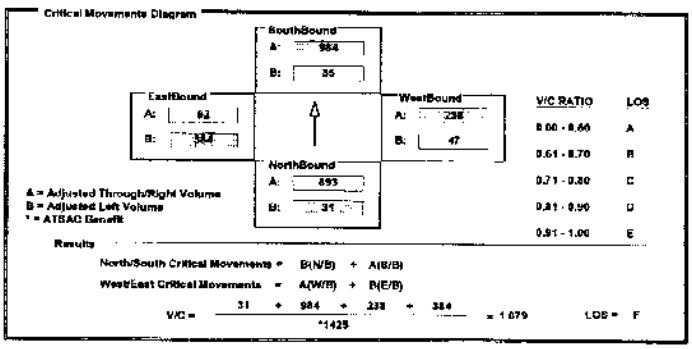
AM/PM: AM Comments: INT# 64

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	2665	14	35	2952	314	47	85	238	699	92	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	2665	14	35	2952	314	47	85	238	699	92	80
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	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



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 = (31 + 984 + 238 + 384) / 1425 = 1.079 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99268

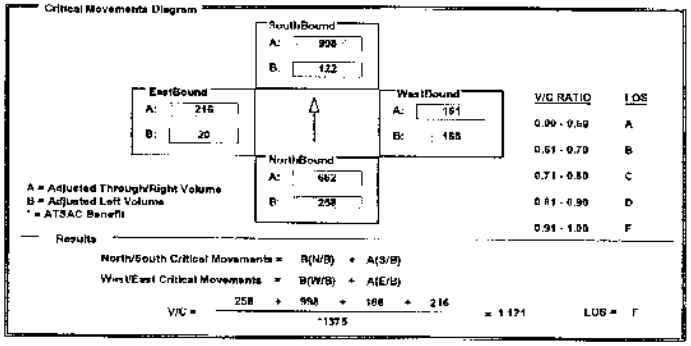
AM/PM: AM Comments: INT# 65

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	459	1884	101	221	1960	36	302	322	174	20	431	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	459	1884	101	221	1960	36	302	322	174	20	431	62
LANE	2	0	2	0	1	0	2	0	1	0	1	0	2	0	2	0	0	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



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
	F

Results

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

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

V/C = (258 + 908 + 155 + 216) / *1375 = 1.171 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 99172

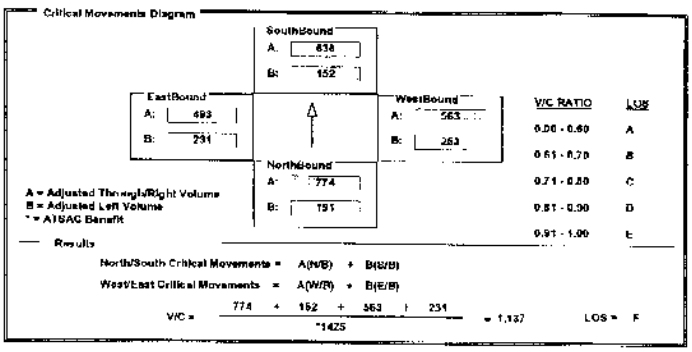
AM/PM: AM Comments: INT# 66

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	191	1548	247	152	1275	248	253	1688	209	231	1480	432
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	1548	247	152	1275	248	253	1688	209	231	1480	432
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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
	F

Results

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

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

V/C = (774 + 152 + 563 + 231) / *1425 = 1.137 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

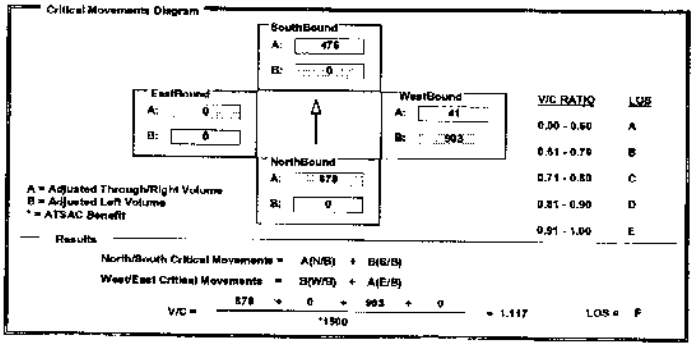
AM/PM: AM Comments: INT# 67

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	1756	1282	0	1407	20	1641	28	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1756	1282	0	1407	20	1641	28	13	0	0	0
LANE	1	0	2	0	0	2	0	0	2	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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
	F

Results

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

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

V/C = (878 + 0 + 903 + 0) / *1500 = 1.117 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

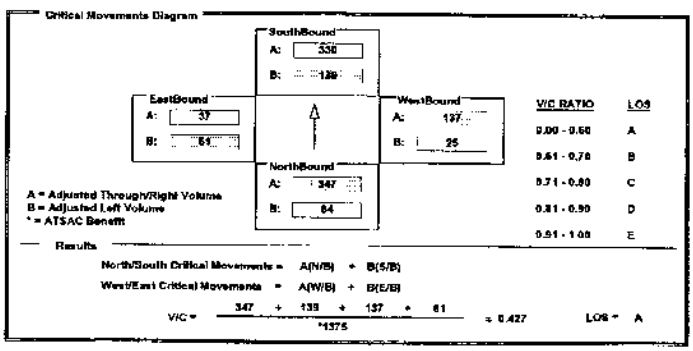
AM/PM: AM Comments: INT# 68

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	84	694	46	139	991	210	25	129	137	111	37	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	694	46	139	991	210	25	129	137	111	37	21
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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
	F

Results

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

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

V/C = (347 + 139 + 137 + 84) / *1375 = 0.427 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

AM/PM: AM Comments: INT# 69

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	0	236	217	0	114	119	1415	61	246	1107	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	0	236	217	0	114	119	1415	61	246	1107	65
LANE	1 0 1		0	2 0 0		0 1 1 0	1 0 3		0 1 0	1 0 3		0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 57 B: 119

EastBound A: 293 B: 246

WestBound A: 472 B: 119

NorthBound A: 176 B: 186

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 = (176 + 119 + 472 + 246) / *1575 = 0.667 LOS = B

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0.67

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: AM Comments: INT# 70

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	45	0	59	0	1653	186	107	1469	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	45	0	59	0	1653	186	107	1469	0
LANE	0 0 0		0	0 0 0		0 1	1 0 0		0 1	0 0 2		0 1 0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 59 B: 45

EastBound A: 587 B: 107

WestBound A: 613 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	F

Results

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

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

V/C = (0 + 59 + 613 + 107) / *1500 = 0.443 LOS = A

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0.44

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: AM Comments: INT# 71

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	425	41	346	244	9	34	85	484	17	135	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	425	41	346	244	9	34	85	484	17	135	7
LANE	1 0 1		0 1 0	1 0 1		0 0 1	0 1 0		1 0 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: 127 B: 346

EastBound A: 159 B: 17

WestBound A: 484 B: 34

NorthBound A: 253 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 = (253 + 346 + 484 + 17) / *1500 = 0.650 LOS = B

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0.62

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99296

AM/PM: AM Comments: INT# 72

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	592	1573	215	135	1054	419	301	833	59	114	589	613
AMBIENT												
RELATED												
PROJECT												
TOTAL	592	1573	215	135	1054	419	301	833	59	114	589	613
LANE	1 0 1		0 1 0	1 0 2		0 1 0	1 0 1		0 1	1 0 2		0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 527 B: 135

EastBound A: 317 B: 114

WestBound A: 346 B: 301

NorthBound A: 694 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 = (592 + 527 + 301 + 317) / *1425 = 1.145 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

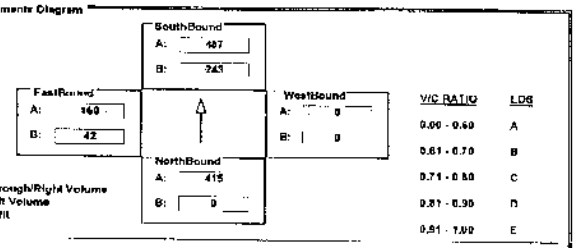
AM/PM: AM Comments: INT# 73

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	942	304	442	1460	0	0	0	0	42	0	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	942	304	442	1460	0	0	0	0	42	0	278
LANE	0	0	2	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (415 + 243 + 0 + 160) / *1425 = 0.504 LOS = A

ATCS

0.474

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

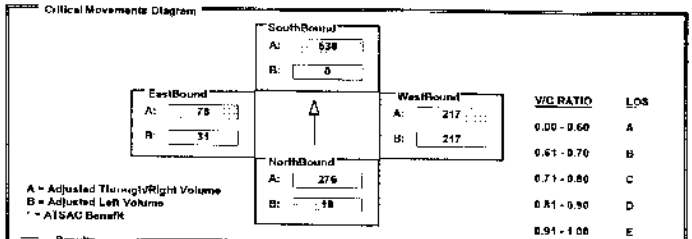
AM/PM: AM Comments: INT# 74

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	828	0	0	1585	28	301	5	345	31	0	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	828	0	0	1585	28	301	5	345	31	0	47
LANE	1	0	2	0	1	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



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 = (18 + 538 + 217 + 78) / *1425 = 0.527 LOS = A

ATCS

0.477

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INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 98144

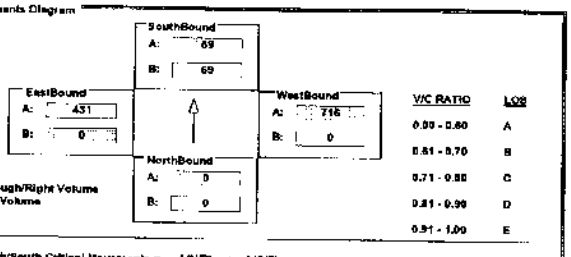
AM/PM: AM Comments: INT# 75

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	130	0	8	0	1850	298	0	1723	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	130	0	8	0	1850	298	0	1723	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 69 + 716 + 0) / *1500 = 0.453 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

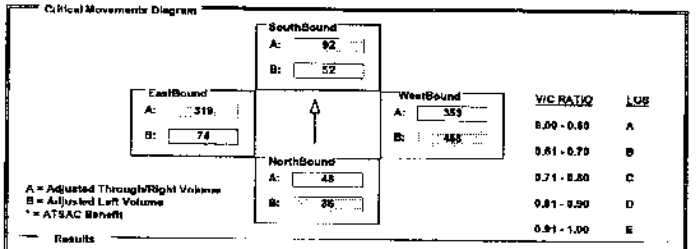
AM/PM: AM Comments: INT# 76

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	95	462	52	157	16	832	970	89	74	1267	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	95	462	52	157	16	832	970	89	74	1267	7
LANE	1	0	2	0	1	1	0	1	0	1	0	1	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (36 + 92 + 459 + 319) / *1425 = 0.565 LOS = A

ATCS

0.535

Developed by Chen Wang 12:04

LAXAMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20650

AM/PM: AM Comments: INT# 77

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	49	731	94	54	854	87	143	845	85	136	880	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	731	94	54	854	87	143	845	85	136	880	91
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	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: 471 B: 54

EastBound A: 758 B: 138

WestBound A: 751 B: 143

NorthBound A: 413 B: 49

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 = (49 + 471 + 143 + 758) / *1500 = 0.877 LOS = D

0.877 ATCS

0.897

Developed by Chun Wong, 1234

LAXAMPR1

CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

AM/PM: AM Comments: INT# 78

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	1683	16	855	1495	0	27	0	1116	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1683	16	855	1495	0	27	0	1116	0	0	0
LANE	1	0	1	0	1	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 748 B: 856

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 880 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 = +

V/C = (856 + 880 + +) / *1500 = 1.067 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

AM/PM: AM Comments: INT# 79

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	133	17	456	79	124	61	405	335	18	29	235	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	17	456	79	124	61	405	335	18	29	235	56
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	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: 93 B: 79

EastBound A: 146 B: 29

WestBound A: 177 B: 405

NorthBound A: 456 B: 133

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 = (465 + 79 + 405 + 146) / *1500 = 0.654 LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

AM/PM: AM Comments: INT# 80

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	121	350	46	30	311	111	75	133	70	111	102	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	350	46	30	311	111	75	133	70	111	102	173
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	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: 211 B: 30

EastBound A: 173 B: 111

WestBound A: 182 B: 75

NorthBound A: 350 B: 121

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 = (350 + 30 + 75 + 173) / *1500 = 0.548 LOS = A

12:03 ATCS

0.519

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: AM Comments: INT# 81

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	3555	154	153	4257	0	44	0	44	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3555	154	153	4257	0	44	0	44	0	0	0
LANE	0	0	4	0	1	0	2	0	4	0	0	0	1	0	0	0	1	1	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: 1064 B: 84

EastBound A: 0 B: 0

WestBound A: 0 B: 29

NorthBound A: 891 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 = (0 + 1064 + 29 + 0) / *1425 = 0.697 LOS = B

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0.697

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CULVER BLVD/ELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: AM Comments: INT# 82

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	744	306	11	87	833	137	58	1448	110	84	913	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	744	306	11	87	833	137	58	1448	110	84	913	0
LANE	2	1	0	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 417 B: 87

EastBound A: 304 B: 84

WestBound A: 519 B: 58

NorthBound A: 265 B: 265

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 = (265 + 417 + 519 + 84) / *1425 = 0.832 LOS = D

Developed by Chun Wong, 1994

0.832

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: AM Comments: INT# 83

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	87	0	104	23	0	75	49	1632	142	83	1355	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	0	104	23	0	75	49	1632	142	83	1355	76
LANE	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	3	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: 75 B: 23

EastBound A: 358 B: 83

WestBound A: 591 B: 49

NorthBound A: 52 B: 87

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 = (87 + 75 + 591 + 83) / *1500 = 0.487 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: AM Comments: INT# 84

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	83	143	263	115	42	47	241	1538	75	39	938	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	143	263	115	42	47	241	1538	75	39	938	55
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 89 B: 115

EastBound A: 331 B: 39

WestBound A: 538 B: 133

NorthBound A: 143 B: 83

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 = (143 + 115 + 538 + 39) / *1425 = 0.516 LOS = A

Developed by Chun Wong, 1994

0.486

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: AM Comments: INT# 85

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	49	0	141	39	0	68	130	1767	207	133	1384	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	0	141	39	0	68	130	1767	207	133	1384	65
LANE	1 0 0 0 1 1 0			1 0 0 0 1 u 0			1 0 2 0 1 0 0			1 0 3 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: 68 B: 39

EastBound A: 352 B: 133

WestBound A: 658 B: 138

NorthBound A: 71 B: 49

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

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

Results

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

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

V/C = (49 + 68 + 658 + 133) / 1500 = 0.655 LOS = A

Developed by Chun Wong 12/94

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99168

AM/PM: AM Comments: INT# 86

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	137	2013	0	0	2847	240	0	0	0	224	0	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	2013	0	0	2847	240	0	0	0	224	0	91
LANE	1 0 4 0 0 0 0			0 0 2 0 1 0 u			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: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1029 B: 0

EastBound A: 91 B: 123

WestBound A: 0 B: 0

NorthBound A: 509 B: 157

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

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

Results

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

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

V/C = (137 + 1029 + 0 + 123) / 1500 = 0.789 LOS = C

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY I TI RAMPS I/S No: 20450

AM/PM: AM Comments: INT# 87

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	571	980	369	941	0	0	0	0	22	1127	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	571	980	369	941	0	0	0	0	22	1127	24
LANE	0 0 1 0 1 1 0			2 0 2 0 0 0 0			u 0 0 0 0 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 471 B: 203

EastBound A: 576 B: 22

WestBound A: 0 B: 0

NorthBound A: 517 B: 0

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

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

Results

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

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

V/C = (517 + 203 + 0 + 576) / 1425 = 0.638 LOS = D

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

AM/PM: AM Comments: INT# 88

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	11	573	0	0	983	77	328	1239	262	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	573	0	0	983	77	328	1239	262	0	0	0
LANE	0 1 1 0 0 0 0			0 0 3 0 0 1 0			1 1 1 0 0 1 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 328 B: 0

EastBound A: 0 B: 0

WestBound A: 620 B: 329

NorthBound A: 320 B: 11

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

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

Results

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

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

V/C = (11 + 328 + 620 + 0) / 1425 = 0.603 LOS = B

Developed by Chun Wong 12/94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

AM/PM: AM Comments: INT# 89

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	8	328	162	325	132	18	116	53	588	18	68	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	328	162	325	132	18	116	53	588	18	68	9
LANE	0 1 0	0 0 1	0	1 0 0	0 1 0		1 0 0	0 1 0		0 0 1	0 0 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 130 B: 325

EastBound A: 95 B: 18

WestBound A: 425 B: 116

NorthBound A: 336 B: 8

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 = (336 + 325 + 425 + 18) / *1425 = 0.705 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92060

AM/PM: AM Comments: INT# 90

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	452	0	0	0	224	990	0	0	1437	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	452	0	0	0	224	990	0	0	1437	235
LANE	0 0 0	0 0 1	0	0 0 0	0 0 0		1 0 2	0 0 0		0 0 2	0 0 1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 719 B: 0

WestBound A: 405 B: 224

NorthBound A: 452 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 = (452 + 0 + 224 + 719) / 1500 = 0.930 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

AM/PM: AM Comments: INT# 91

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	2355	27	79	2906	181	36	111	118	93	68	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	2355	27	79	2906	181	36	111	118	93	68	87
LANE	1 0 3	0 0 1	0	1 0 3	0 0 1	0	0 1 0	0 1 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: 969 B: 79

EastBound A: 87 B: 93

WestBound A: 135 B: 36

NorthBound A: 785 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 = B(N/B) + A(S/B)

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

V/C = (54 + 969 + 135 + 93) / *1500 = 0.753 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

AM/PM: AM Comments: INT# 92

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	2309	3	60	2832	37	18	101	55	119	59	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	2309	3	60	2832	37	18	101	55	119	59	92
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 0	0 0 1	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: 955 B: 60

EastBound A: 92 B: 119

WestBound A: 156 B: 18

NorthBound A: 578 B: 38

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 = (38 + 955 + 156 + 119) / *1500 = 0.774 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

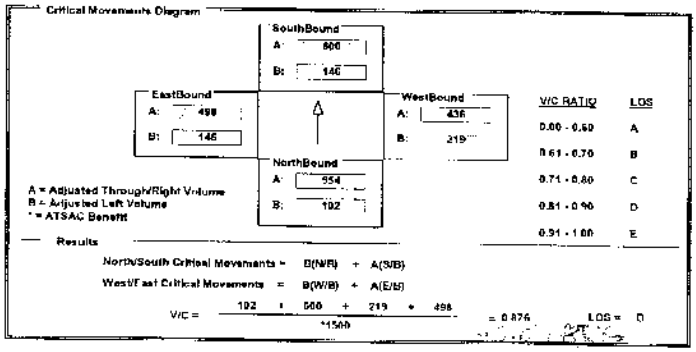
AM/PM: AM Comments: INT# 93

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	102	368	84	146	420	34	219	1118	191	146	1424	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	368	84	146	420	34	219	1118	191	146	1424	71
LANE	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	1	0	0	1	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



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 = (102 + 368 + 219 + 498) / 1500 = 0.876 LOS = D

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0.876

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92001

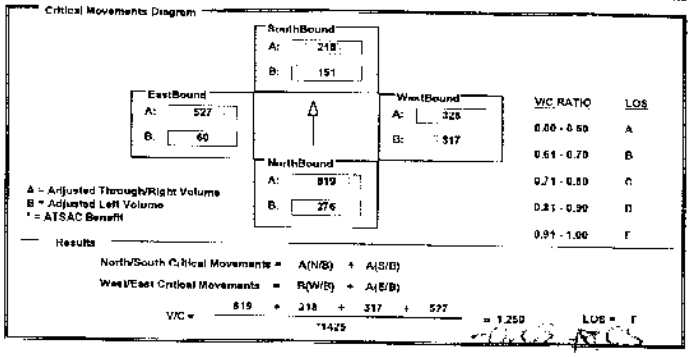
AM/PM: AM Comments: INT# 94

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	502	411	819	151	181	37	317	576	80	60	738	315
AMBIENT												
RELATED												
PROJECT												
TOTAL	502	411	819	151	181	37	317	576	80	60	738	315
LANE	2	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto

Critical Movements Diagram



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 = (819 + 218 + 317 + 527) / 1425 = 1.259 LOS = F

1.22

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

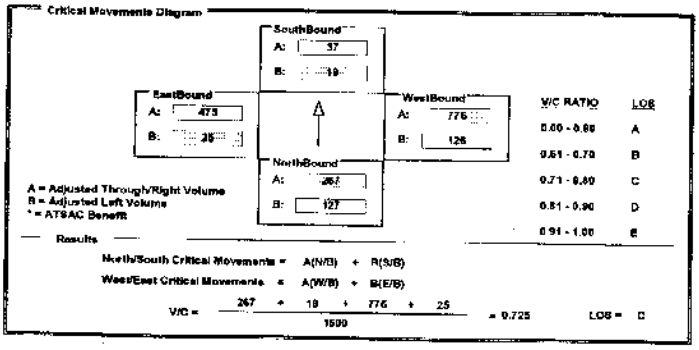
AM/PM: AM Comments: INT# 95

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	230	0	533	19	7	11	229	2295	32	25	1419	331
AMBIENT												
RELATED												
PROJECT												
TOTAL	230	0	533	19	7	11	229	2295	32	25	1419	331
LANE	2	0	0	0	1	0	0	0	0	1	0	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto

Critical Movements Diagram



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 = (267 + 19 + 776 + 25) / 1500 = 0.725 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

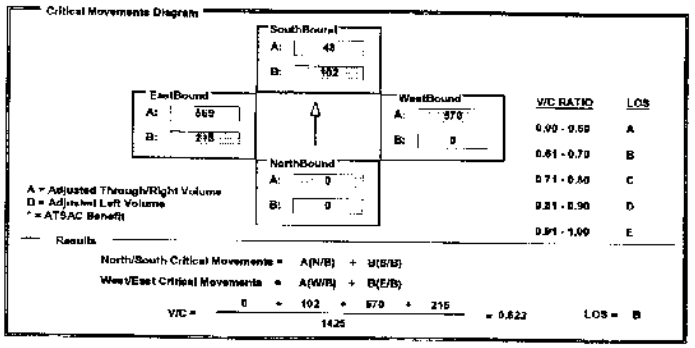
AM/PM: AM Comments: INT# 96

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	186	0	156	0	1140	554	215	1138	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	186	0	156	0	1140	554	215	1138	0
LANE	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>

Critical Movements Diagram



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 = (0 + 102 + 570 + 215) / 1425 = 0.822 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

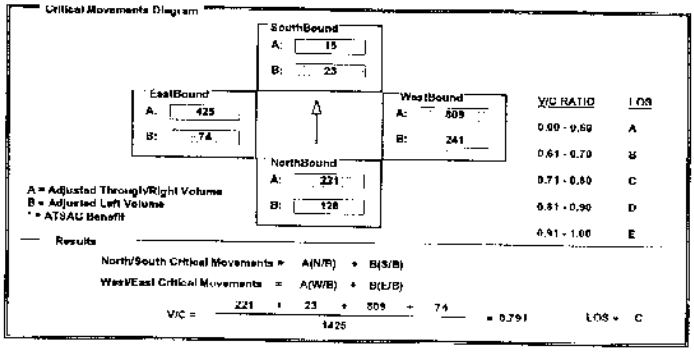
AM/PM: AM Comments: INT# 97

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	128	17	425	23	6	24	439	2310	117	134	1276	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	17	425	23	6	24	439	2310	117	134	1276	108
LANE	1 0	0 0	1 1	0 1	0 0	0 1	1 0	2 0	2 0	1 0	3 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram



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 = (221 + 23 + 809 + 74) / 1425 = 0.791 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

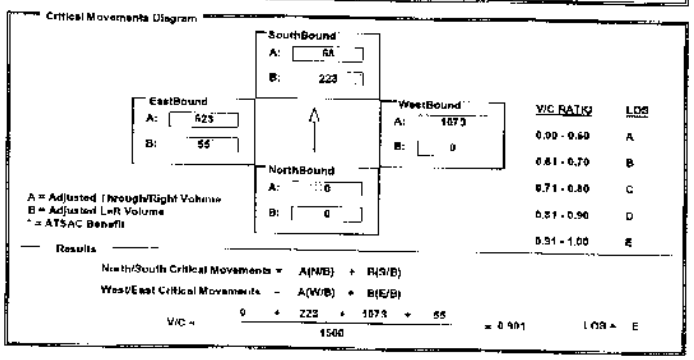
AM/PM: AM Comments: INT# 98

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	405	0	68	0	1607	539	55	1245	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	405	0	68	0	1607	539	55	1245	0
LANE	0 0	0 0	0 0	2 0	0 0	1 0	0 0	1 0	1 0	1 0	2 0	0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 223 + 1675 + 55) / 1500 = 0.991 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

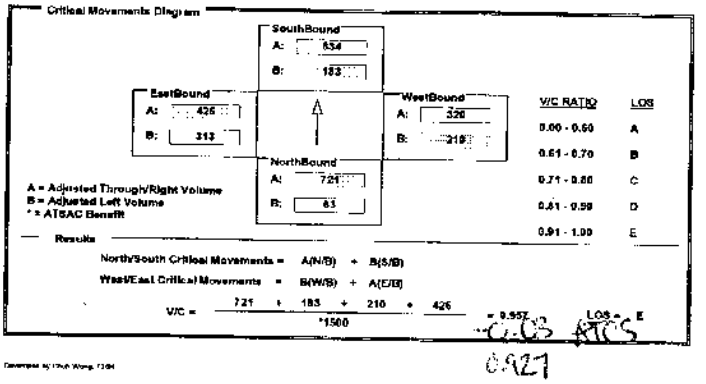
AM/PM: AM Comments: INT# 99

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	63	1442	125	183	1667	316	210	639	263	313	808	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1442	125	183	1667	316	210	639	263	313	808	52
LANE	1 0	2 0	0 1	1 0	2 0	0 1	1 0	2 0	0 1	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



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 = (721 + 183 + 210 + 426) / 1500 = 0.957 LOS = E

C-03 ATCS

0.927

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INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99220

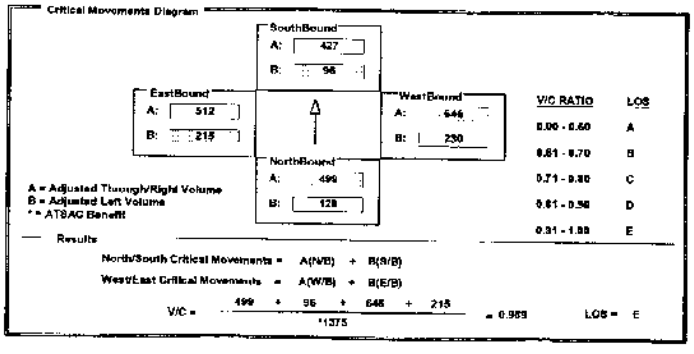
AM/PM: AM Comments: INT# 100

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	218	783	214	174	854	162	230	1045	248	215	1023	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	783	214	174	854	162	230	1045	248	215	1023	177
LANE	2 0	1 0	1 0	0	2 0	2 0	0 1	0	1 0	1 0	1 0	2 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



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 = (499 + 98 + 646 + 218) / 1375 = 0.989 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

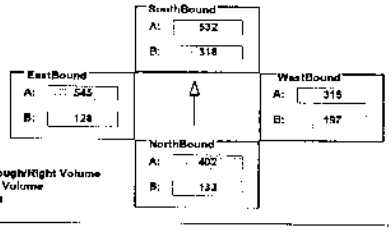
AM/PM: AM Comments: INT# 101

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	242	803	69	318	1064	264	197	786	159	232	1090	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	803	69	318	1064	264	197	786	159	232	1090	100
LANE	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	2	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



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 = (402 + 318 + 197 + 646) / *1375 = 0.993 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

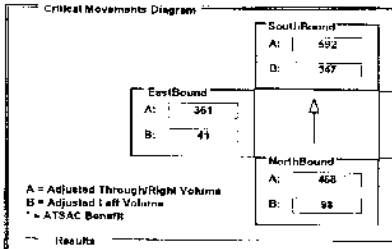
AM/PM: AM Comments: INT# 102

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	98	543	392	347	1040	144	56	935	71	41	1038	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	543	392	347	1040	144	56	935	71	41	1038	45
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	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



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 = (468 + 347 + 503 + 41) / *1375 = 0.918 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

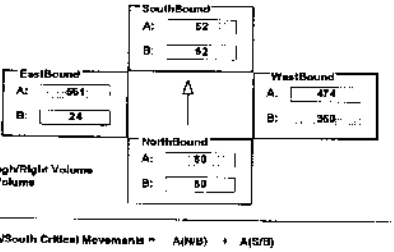
AM/PM: AM Comments: INT# 103

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	124	36	241	82	42	31	360	947	114	24	1122	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	36	241	82	42	31	360	947	114	24	1122	164
LANE	1	1	0	0	0	1	0	1	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	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



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 = (60 + 82 + 360 + 551) / *1375 = 0.708 LOS = C

*CLCS ATCS

0.673 LOS=B

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INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

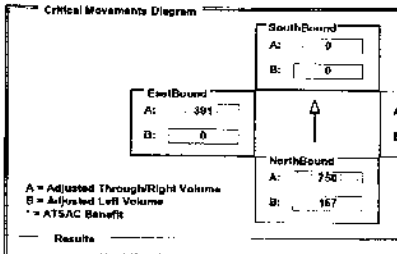
AM/PM: AM Comments: INT# 104

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	0	879	0	0	0	470	589	0	0	693	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	0	879	0	0	0	470	589	0	0	693	88
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Prot-Fix	RTOR: Auto	

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) + A(S/B)

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

V/C = (750 + 0 + 259 + 391) / *1425 = 0.912 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

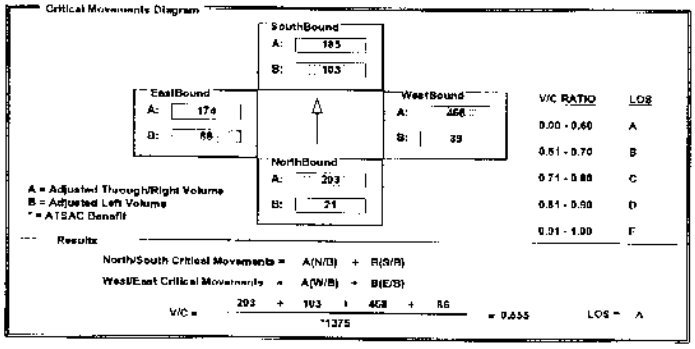
AM/PM: AM Comments: INT# 105

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	38	408	246	168	360	10	70	621	520	86	385	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	408	246	168	360	10	70	621	520	86	385	138
LANE	2	0	2	0	0	1	0	2	0	1	0	1	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (293 + 103 + 468 + 86) / 1375 = 0.655 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

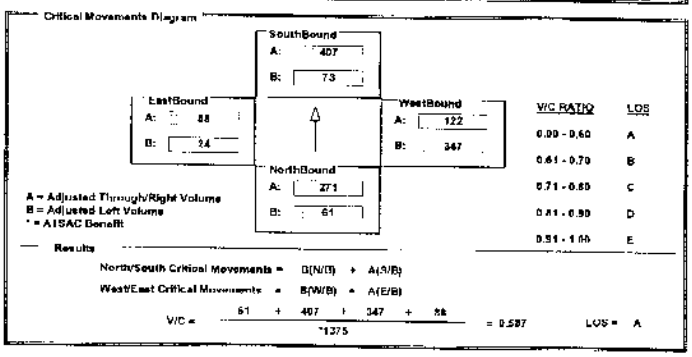
AM/PM: AM Comments: INT# 108

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	61	812	442	73	1152	69	630	80	42	24	61	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	812	442	73	1152	69	630	80	42	24	61	119
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (61 + 407 + 347 + 88) / 1375 = 0.587 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

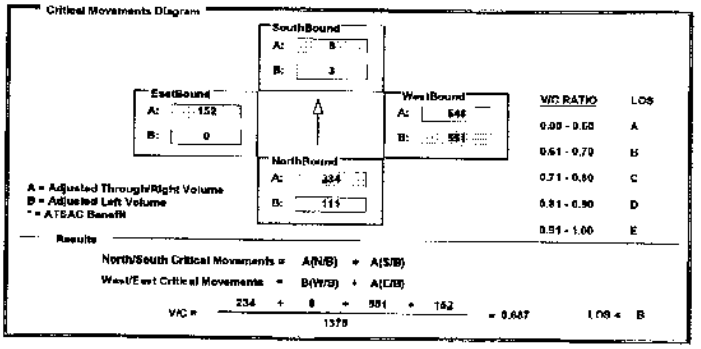
AM/PM: AM Comments: INT# 107

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	214	7	1428	3	3	5	1489	1098	14	0	455	433
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	7	1428	3	3	5	1489	1098	14	0	455	433
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Free				

Critical Movements Diagram



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 = (234 + 0 + 551 + 152) / 1375 = 0.687 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

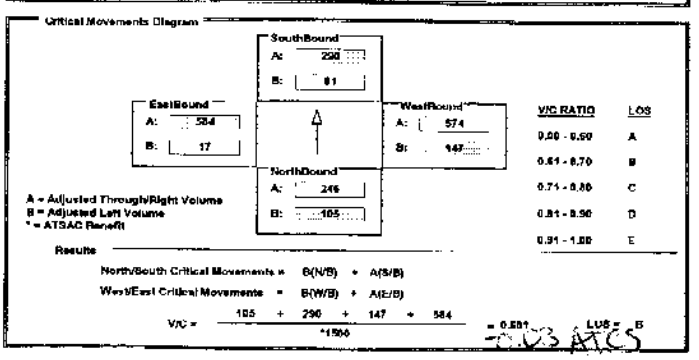
AM/PM: AM Comments: INT# 106

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	105	54	87	81	164	45	147	1147	22	17	1168	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	54	87	81	164	45	147	1147	22	17	1168	132
LANE	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (105 + 290 + 147 + 584) / 1500 = 0.581 LOS = B

2003 ATCS

0.651

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

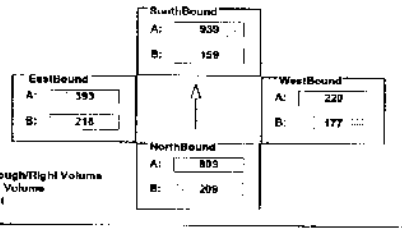
AM/PM: AM Comments: INT# 109

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	1617	187	159	1691	187	177	298	141	218	700	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1617	187	159	1691	187	177	298	141	218	700	85
LANE	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (209 + 939 + 177 + 393) / 1375 = 1.249 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

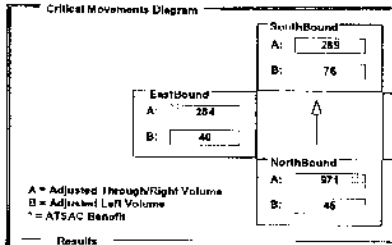
AM/PM: AM Comments: INT# 110

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	45	833	138	76	289	24	88	205	188	40	284	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	833	138	76	289	24	88	205	188	40	284	36
LANE	1	0	0	0	1	0	0	1	0	0	1	0	1	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



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 = (971 + 76 + 88 + 284) / 1600 = 0.946 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

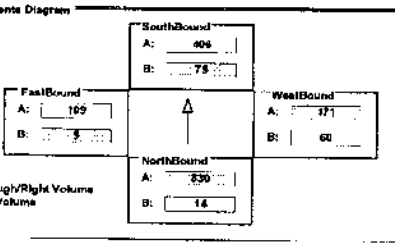
AM/PM: AM Comments: INT# 111

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	1474	186	79	795	17	60	88	83	9	100	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	1474	186	79	795	17	60	88	83	9	100	15
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0	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



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	F

Results

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

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

V/C = (830 + 79 + 171 + 9) / 1500 = 0.726 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: BALI WAY I/S No: 99178

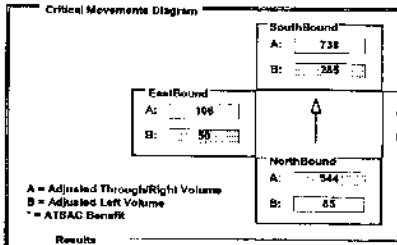
AM/PM: AM Comments: INT# 112

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	85	935	153	518	1450	26	87	124	307	50	84	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	935	153	518	1450	26	87	124	307	50	84	28
LANE	1	0	1	0	1	0	2	0	1	0	1	0	0	1	0	0	1	1	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (544 + 285 + 216 + 50) / 1425 = 0.758 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

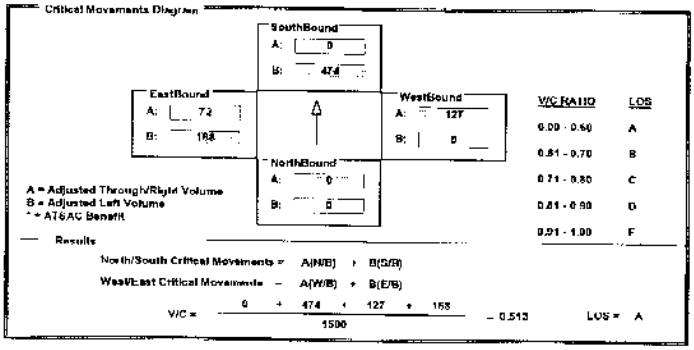
AM/PM: AM Comments: INT# 113

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	861	0	202	0	127	609	168	143	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	861	0	202	0	127	609	168	143	0
LANE	0	0	0	2	0	1	0	1	1	1	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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	F

Results

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

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

$$V/C = \frac{0 + 474 + 127 + 168}{1500} = 0.513 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

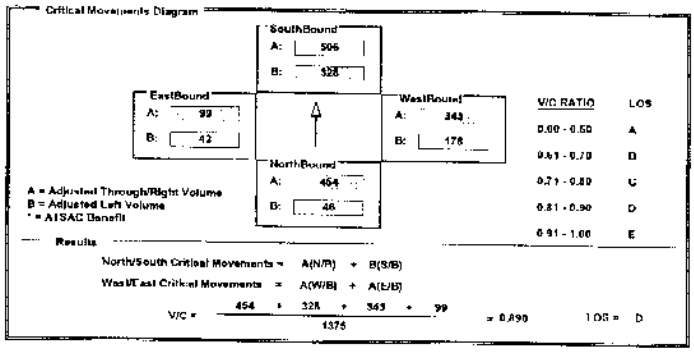
AM/PM: AM Comments: INT# 114

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	702	205	597	993	19	207	149	507	42	44	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	702	205	597	993	19	207	149	507	42	44	55
LANE	1	0	1	0	1	0	2	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Px	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{454 + 328 + 343 + 99}{1375} = 0.890 \qquad LOS = D$$

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INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

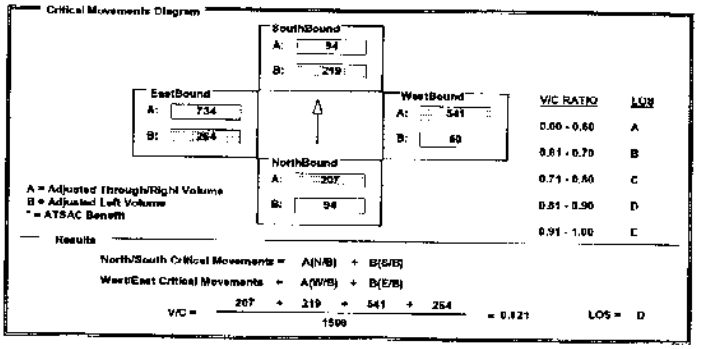
AM/PM: AM Comments: INT# 115

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	94	117	202	219	83	94	50	988	94	254	1440	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	117	202	219	83	94	50	988	94	254	1440	27
LANE	0	1	0	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



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)

$$V/C = \frac{207 + 219 + 541 + 254}{1500} = 0.821 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

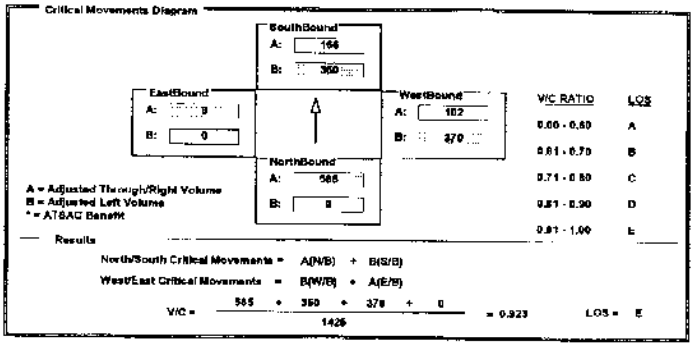
AM/PM: AM Comments: INT# 116

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	1169	1388	360	497	0	672	0	513	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1169	1388	360	497	0	672	0	513	0	0	0
LANE	0	0	2	0	1	0	1	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Px	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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)

$$V/C = \frac{565 + 360 + 370 + 0}{1425} = 0.823 \qquad LOS = E$$

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: PICO BL I/S No: 99316

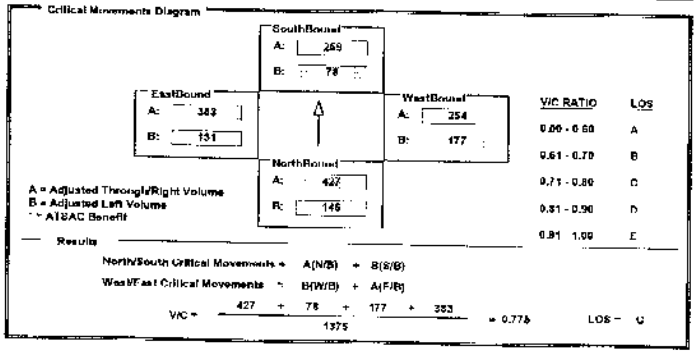
AM/PM: AM Comments: INT# 117

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	146	527	326	78	463	54	177	326	182	131	687	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	527	326	78	463	54	177	326	182	131	687	78
LANE	1	0	1	0	1	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: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (427 + 78 + 177 + 383) / 1375 = 0.775 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NELSON WAY W/E: PICO BL I/S No: 99315

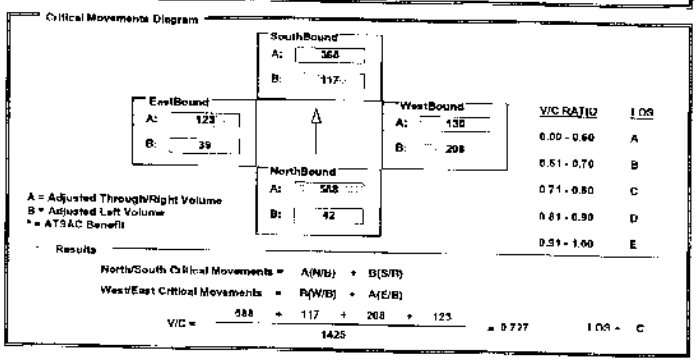
AM/PM: AM Comments: INT# 118

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	42	1176	432	212	714	22	208	129	247	39	210	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	1176	432	212	714	22	208	129	247	39	210	35
LANE	1	0	2	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: OLA	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (588 + 117 + 208 + 123) / 1425 = 0.727 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MAPLE AV I/S No: 99330

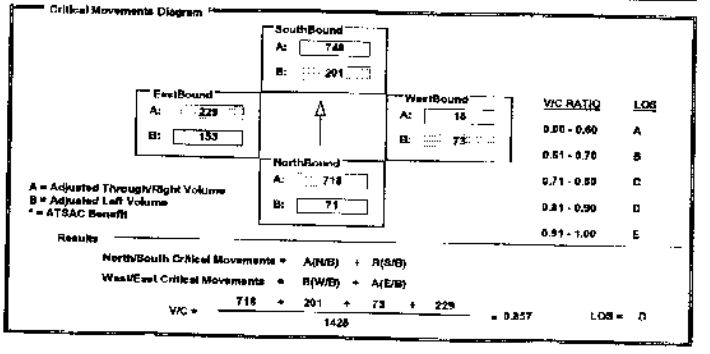
AM/PM: AM Comments: INT# 119

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	2756	116	201	2927	66	73	18	114	153	117	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2756	116	201	2927	66	73	18	114	153	117	112
LANE	1	0	3	0	1	0	0	1	0	3	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (718 + 201 + 73 + 229) / 1426 = 0.857 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GRAND AV I/S No: 99332

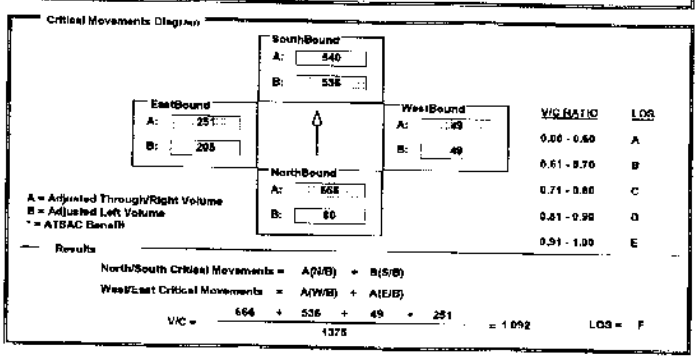
AM/PM: AM Comments: INT# 120

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	2562	252	536	1864	294	56	92	90	205	354	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	2562	252	536	1864	294	56	92	90	205	354	147
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (664 + 536 + 49 + 251) / 1375 = 1.092 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

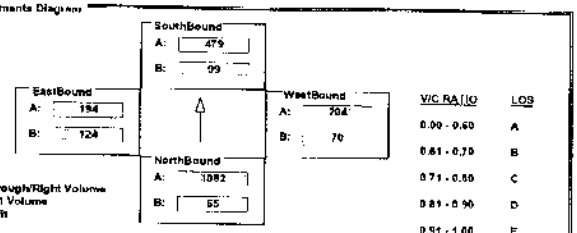
AM/PM: AM Comments: INT# 121

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	65	3131	55	180	1438	67	70	204	190	124	329	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	3131	55	180	1438	67	70	204	190	124	329	58
LANE	1	0	2	0	1	0	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (1062 + 59 + 204 + 124) / 1375 = 1.065 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

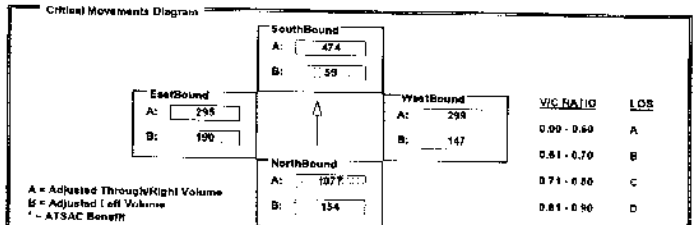
AM/PM: AM Comments: INT# 122

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	154	3106	126	108	1305	118	147	551	329	190	589	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	3106	126	108	1305	118	147	551	329	190	589	108
LANE	1	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (1077 + 59 + 299 + 190) / 1375 = 1.182 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

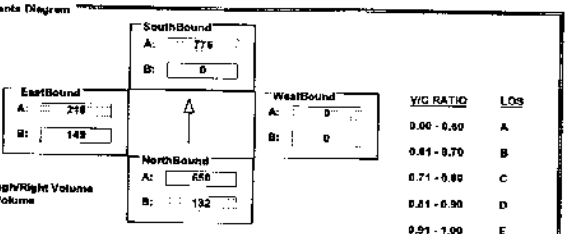
AM/PM: AM Comments: INT# 123

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	132	1300	0	0	1412	139	0	0	0	149	0	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	1300	0	0	1412	139	0	0	0	149	0	218
LANE	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (132 + 776 + 0 + 218) / 1500 = 0.651 LOS = B

0.651

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

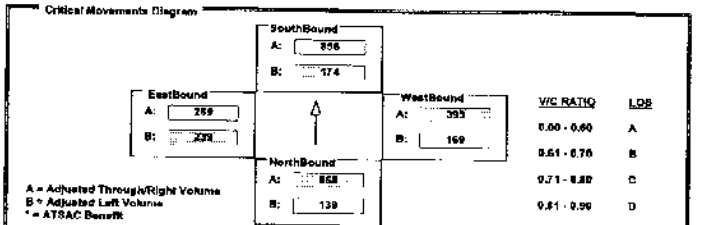
AM/PM: AM Comments: INT# 124

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	1507	229	174	1579	133	307	649	136	239	577	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	1507	229	174	1579	133	307	649	136	239	577	134
LANE	1	0	1	0	1	0	0	1	0	1	0	0	2	0	1	0	1	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: Auto	

Critical Movements Diagram



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 = (868 + 174 + 393 + 239) / 1375 = 1.217 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

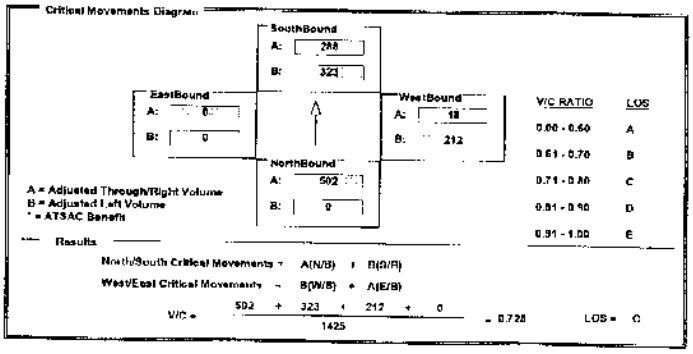
AM/PM: AM Comments: INT# 125

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	709	608	323	576	0	385	0	180	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	709	608	323	576	0	385	0	180	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	1	0	1	0	0	0	1	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: Auto				

Critical Movements Diagram



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 = (502 + 323 + 212 + 0) / 1425 = 0.728 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

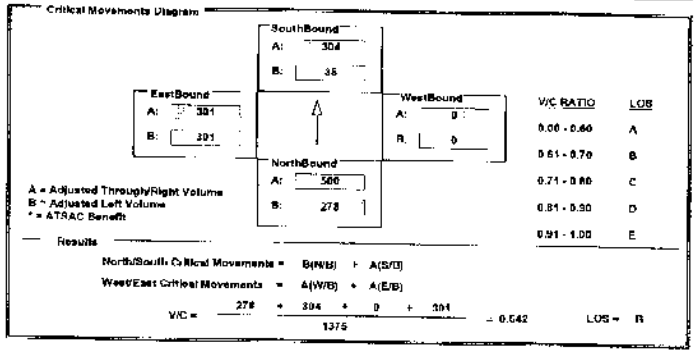
AM/PM: AM Comments: INT# 126

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	505	993	7	35	608	281	0	0	9	463	41	400
AMBIENT												
RELATED												
PROJECT												
TOTAL	505	993	7	35	608	281	0	0	9	463	41	400
LANE	2	0	1	0	1	0	1	0	2	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (278 + 304 + 0 + 331) / 1375 = 0.642 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

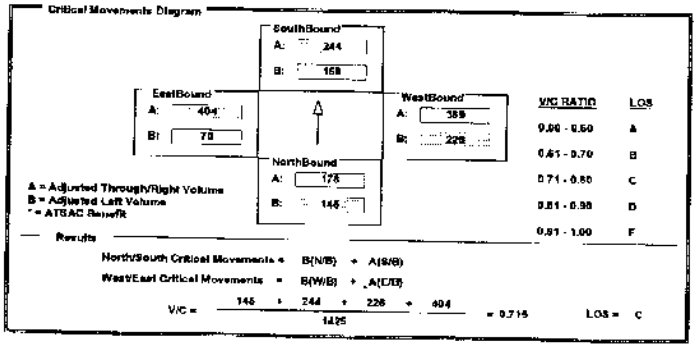
AM/PM: AM Comments: INT# 127

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	220	136	180	415	73	226	596	182	70	698	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	220	136	180	415	73	226	596	182	70	698	109
LANE	1	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: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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	F

Results

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

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

V/C = (145 + 244 + 226 + 404) / 1425 = 0.715 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

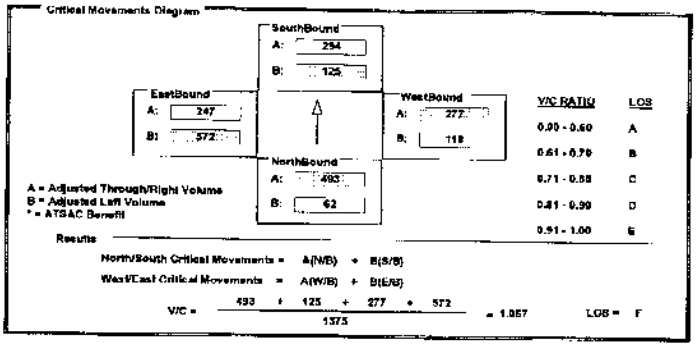
AM/PM: AM Comments: INT# 128

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	62	867	99	125	310	278	118	342	212	572	470	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	867	99	125	310	278	118	342	212	572	470	24
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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



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 = (493 + 125 + 277 + 572) / 1375 = 1.057 LOS = F

Developed by Chun Wong, 12:04

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99286

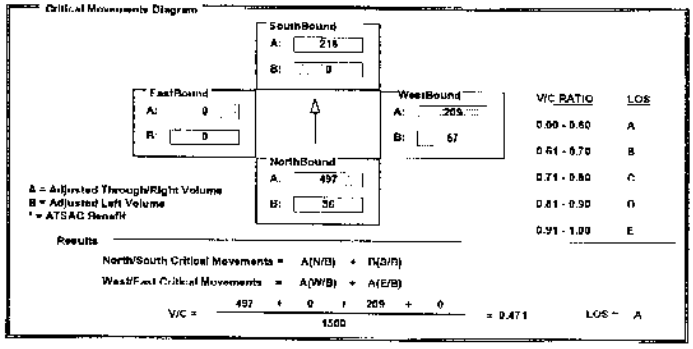
AM/PM: AM Comments: INT# 129

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	497	0	0	216	42	67	15	209	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	497	0	0	216	42	67	15	209	0	0	0
LANE	1 0 1	0 0 0		0 0 1	0 0 1	0	0 1 0	0 0 1	0	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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) + D(S/B)

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

V/C = (497 + 0 + 209 + 0) / 1500 = 0.471 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

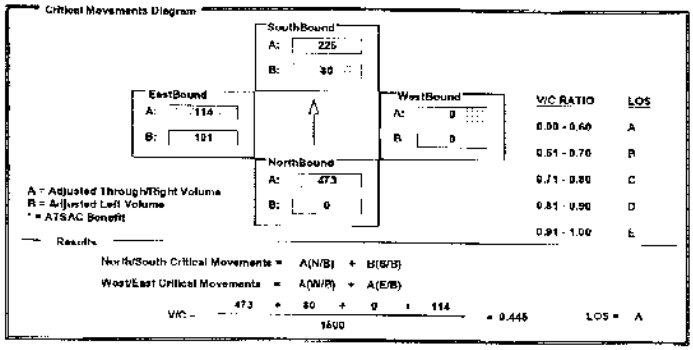
AM/PM: AM Comments: INT# 130

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	473	190	80	226	0	0	0	0	101	13	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	473	190	80	226	0	0	0	0	101	13	24
LANE	0 0 1	0 0 1	0	1 0 1	0 0 0		0 0 0	0 0 0	0	0 1 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (473 + 80 + 0 + 114) / 1600 = 0.445 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

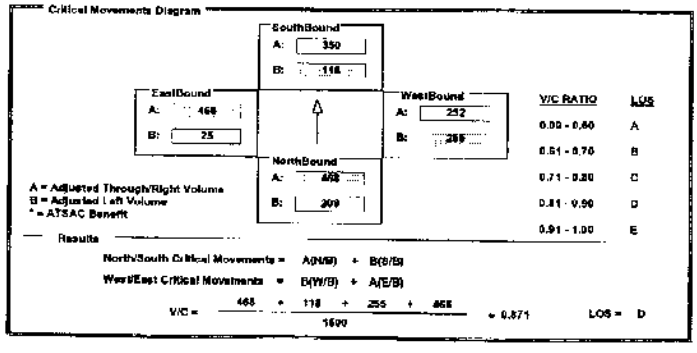
AM/PM: AM Comments: INT# 131

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	468	278	118	579	120	255	649	47	25	932	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	468	278	118	579	120	255	649	47	25	932	225
LANE	1 0 1	0 0 1	0	1 0 1	0 1 0		1 0 2	0 1 0		1 0 2	0 0 1	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (468 + 118 + 255 + 468) / 1600 = 0.871 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

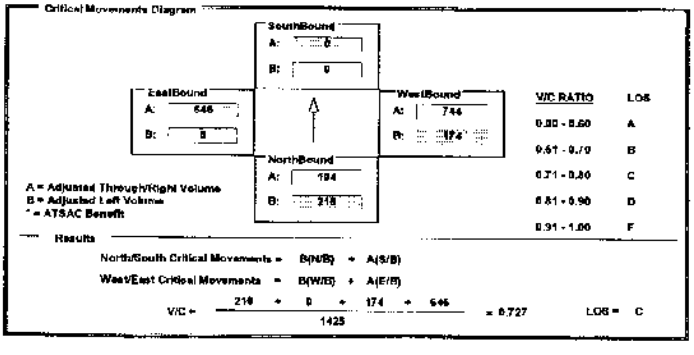
AM/PM: AM Comments: INT# 132

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	218	0	101	0	0	0	174	1488	1	0	1059	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	0	101	0	0	0	174	1488	1	0	1059	232
LANE	1 0 0	0 0 1	0	0 0 0	0 0 0		1 0 2	0 0 0		0 1 0	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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	F

Results

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

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

V/C = (218 + 0 + 174 + 646) / 1425 = 0.727 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

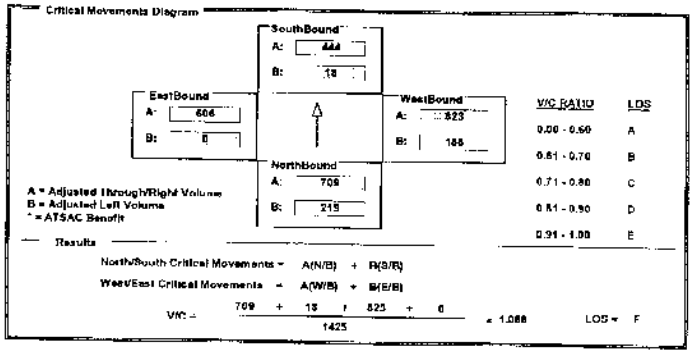
AM/PM: AM Comments: INT# 133

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	219	642	338	18	426	70	188	812	11	1	1077	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	642	338	18	426	70	188	812	11	1	1077	134
LANE	0	1	0	0	1	0	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (709 + 18 + 823 + 0) / 1425 = 1.088 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

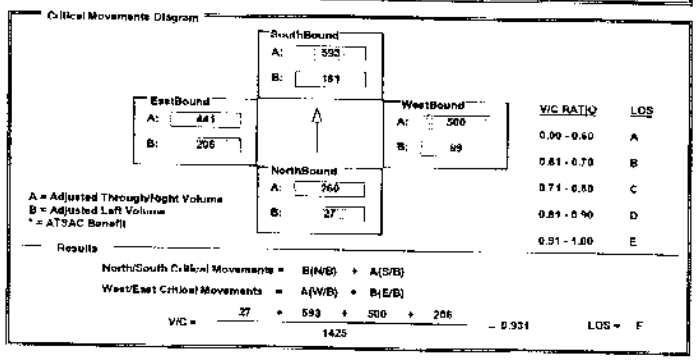
AM/PM: AM Comments: INT# 134

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	498	24	181	593	600	99	834	166	374	740	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	498	24	181	593	600	99	834	166	374	740	142
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (27 + 593 + 500 + 206) / 1425 = 0.931 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

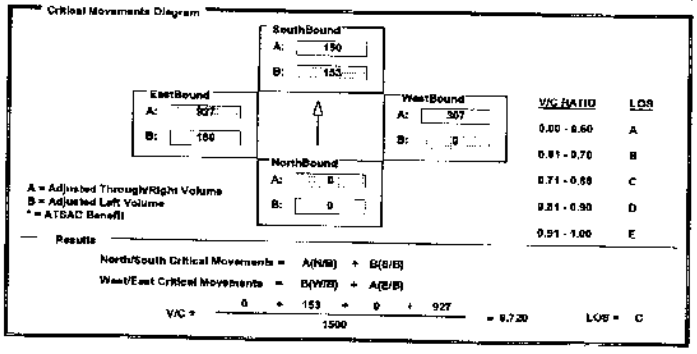
AM/PM: AM Comments: INT# 135

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	153	0	150	0	614	248	150	1253	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	153	0	150	0	614	248	150	1253	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 153 + 0 + 927) / 1500 = 0.720 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99254

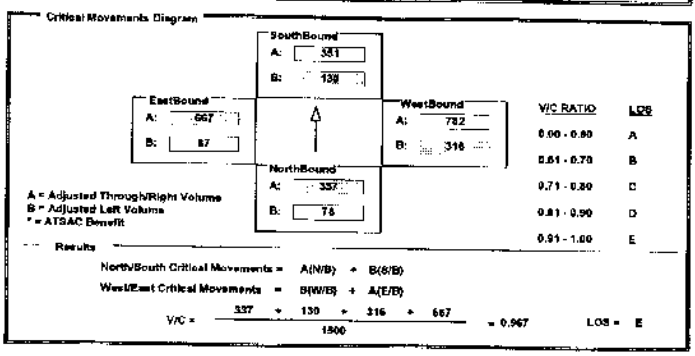
AM/PM: AM Comments: INT# 136

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	591	82	130	595	106	315	1457	106	87	1240	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	591	82	130	595	106	315	1457	106	87	1240	93
LANE	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: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (337 + 130 + 316 + 667) / 1500 = 0.967 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

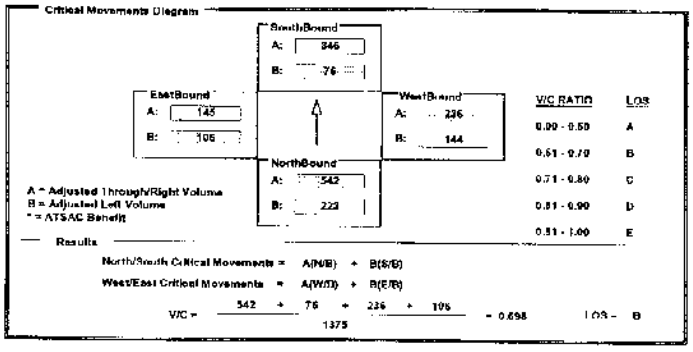
AM/PM: AM Comments: INT# 137

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	846	237	76	629	63	144	388	84	106	289	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	846	237	76	629	63	144	388	84	106	289	140
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0		1 0 1	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: OLA	

Critical Movements Diagram



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 = (542 + 76 + 236 + 105) / 1375 = 0.698 LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99298

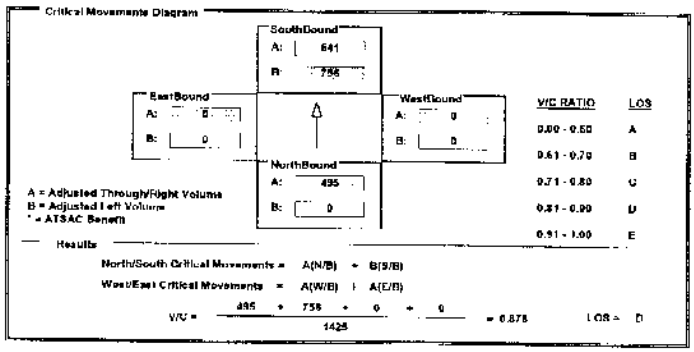
AM/PM: AM Comments: INT# 138

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	712	495	1375	1068	14	0	0	0	0	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	712	495	1375	1068	14	0	0	0	0	0	25
LANE	0 0 2	0 0 1	0	2 0 1	0 1 0		0 0 0	0 0 0		0 0 0	0 0 1	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free	

Critical Movements Diagram



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 = (495 + 758 + 0 + 0) / 1425 = 0.878 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99300

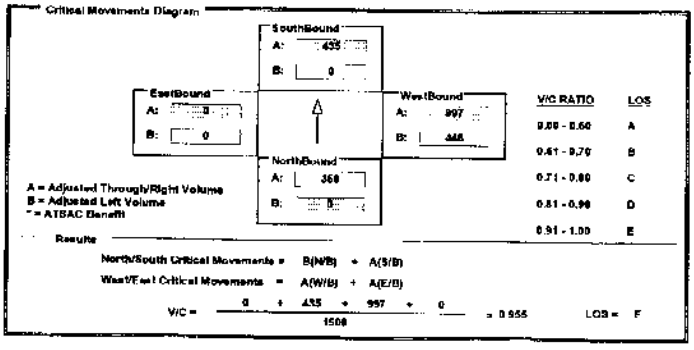
AM/PM: AM Comments: INT# 139

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	716	0	0	1738	0	815	0	1813	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	716	0	0	1738	0	815	0	1813	0	0	0
LANE	0 0 2	0 0 0	0	0 0 4	0 0 0		2 0 0	0 0 2	0	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 435 + 997 + 0) / 1508 = 0.955 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

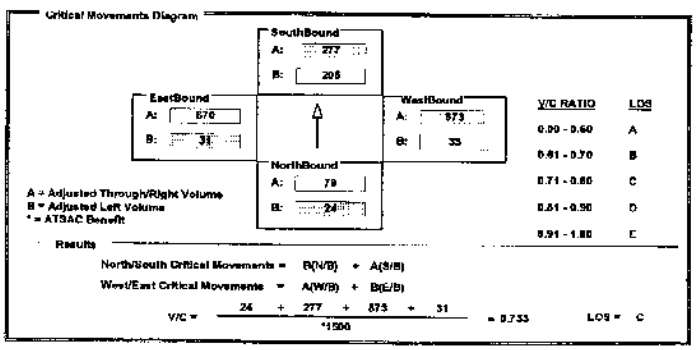
AM/PM: AM Comments: INT# 140

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	24	34	21	205	36	38	33	1723	22	31	1253	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	34	21	205	36	38	33	1723	22	31	1253	87
LANE	0 0 1	0 0		0 0 1	0 0		1 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



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 = (24 + 277 + 873 + 31) / 1506 = 0.733 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHERBOURNE DR W/E: CENTINELA AV I/S No: 99190

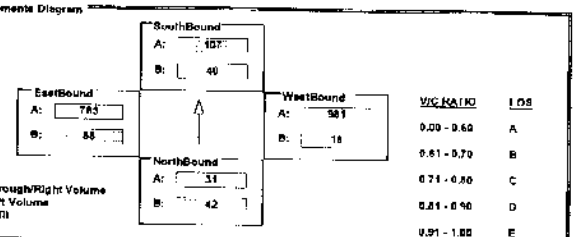
AM/PM: AM Comments: INT# 131

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	42	0	31	40	0	107	18	1938	24	58	1550	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	0	31	40	0	107	18	1938	24	58	1550	16
LANE	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	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



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)

$$V/C = \frac{42 + 107 + 981 + 58}{1500} = 0.792 \qquad LOS = C$$

Developed by Chan Wong, 1994

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: CULVER BL I/S No: 99412

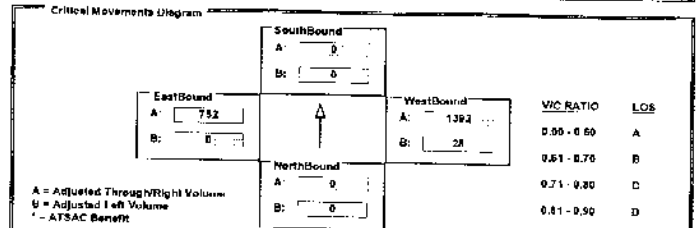
AM/PM: AM Comments: INT# 142

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	618	0	0	0	28	1392	0	0	1504	528
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	618	0	0	0	28	1392	0	0	1504	528
LANE	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



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)

$$V/C = \frac{0 + 0 + 1392 + 0}{1500} = 0.928 \qquad LOS = E$$

Developed by Chan Wong, 1994

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SHENANDOAH AV W/E: SLAUSON AV I/S No: 99208

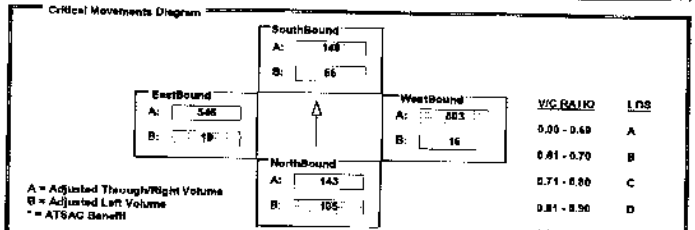
AM/PM: AM Comments: INT# 143

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	105	8	30	56	6	86	18	2364	44	19	1604	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	8	30	56	6	86	18	2364	44	19	1604	34
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{105 + 148 + 883 + 19}{1425} = 0.754 \qquad LOS = C$$

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INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99200

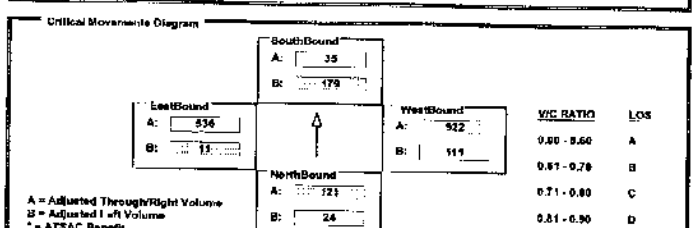
AM/PM: AM Comments: INT# 144

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	24	18	103	179	35	20	111	2694	71	11	1595	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	18	103	179	35	20	111	2694	71	11	1595	12
LANE	1	0	0	0	1	0	0	1	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{121 + 179 + 922 + 11}{1425} = 0.865 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

AM/PM: AM Comments: INT# 145

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	43	0	16	7	0	16	11	1944	41	121	1313	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	0	16	7	0	16	11	1944	41	121	1313	34
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 7

EastBound A: 445 B: 67

WestBound A: 648 B: 11

NorthBound A: 61 B: 43

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 = (61 + 7 + 648 + 67) / 1425 = 0.549 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

AM/PM: AM Comments: INT# 146

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	17	128	29	13	43	133	1636	57	45	1196	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	17	128	29	13	43	133	1636	57	45	1196	36
LANE	0	1	0	0	0	1	0	0	0	1	0	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: 66 B: 29

EastBound A: 411 B: 45

WestBound A: 564 B: 133

NorthBound A: 240 B: 223

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 = (223 + 66 + 564 + 46) / 1500 = 0.611 LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

AM/PM: AM Comments: INT# 147

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	206	322	90	50	66	36	58	1687	165	205	1261	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	322	90	50	66	36	58	1687	165	205	1261	80
LANE	0	0	0	1	0	0	0	0	1	0	0	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 116 B: 50

EastBound A: 447 B: 206

WestBound A: 617 B: 58

NorthBound A: 618 B: 206

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 = (618 + 50 + 617 + 206) / 1375 = 1.084 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AVE-405 SB RAMPS I/S No: 99254

AM/PM: AM Comments: INT# 148

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	675	178	749	1099	12	356	21	152	2	25	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	675	178	749	1099	12	356	21	152	2	25	10
LANE	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1111 B: 749

EastBound A: 37 B: 2

WestBound A: 377 B: 356

NorthBound A: 472 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) + A(E/B)

V/C = (472 + 749 + 377 + 37) / 1375 = 1.115 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

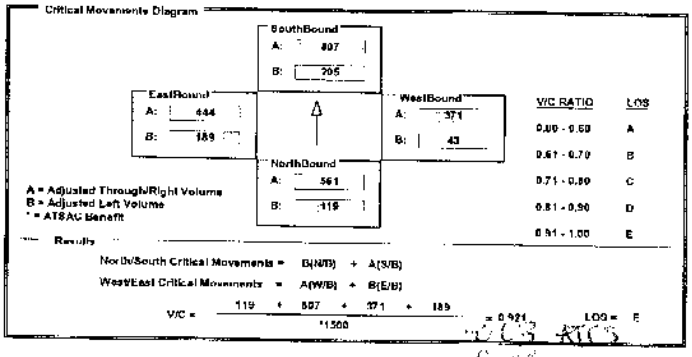
AM/PM: AM Comments: INT# 149

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	499	62	205	917	287	43	603	138	189	750	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	499	62	205	917	287	43	603	138	189	750	138
LANE	0 1 0	0 1 0		0 1 0	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



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 = (119 + 807 + 371 + 189) / 1500 = 0.921 LOS = E

0.93 ATCS

C=391

LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

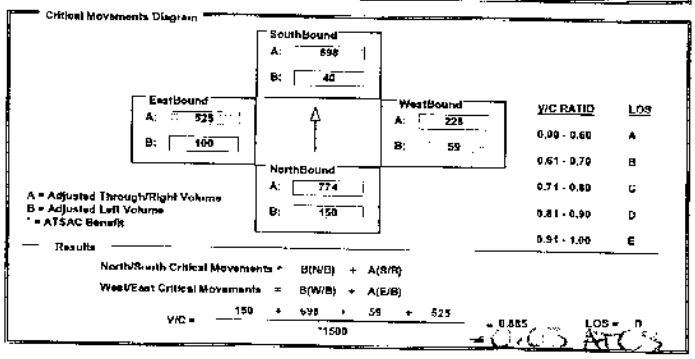
AM/PM: AM Comments: INT# 150

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	536	238	40	1058	167	59	407	48	100	875	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	536	238	40	1058	167	59	407	48	100	875	174
LANE	0 1 0	1 0 1		0 1 0	1 0 1		0 1 0	1 0 1		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



V/C RATID	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 = (150 + 698 + 59 + 525) / 1500 = 0.885 LOS = D

0.93 ATCS

C=855

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

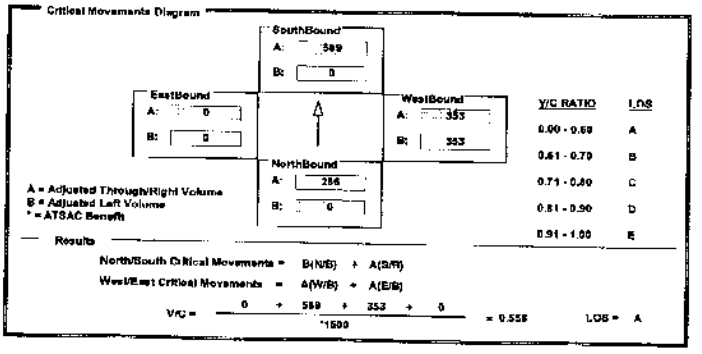
AM/PM: AM Comments: INT# 151

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	572	0	0	1177	0	362	0	343	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	572	0	0	1177	0	362	0	343	0	0	0
LANE	0 0 2	0 0 0		0 0 2	0 0 0		1 0	0 0 0		0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (0 + 589 + 353 + 0) / 1500 = 0.628 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99168

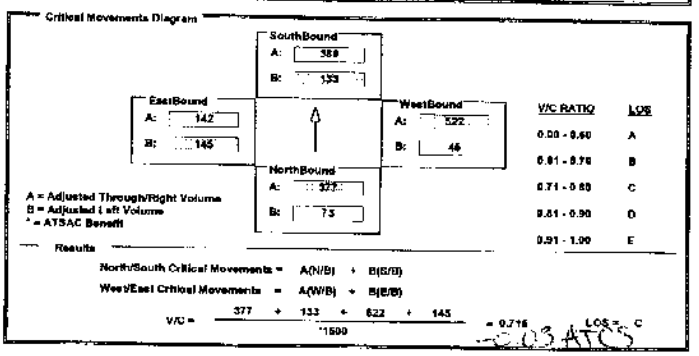
AM/PM: AM Comments: INT# 152

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	658	96	133	587	188	45	235	242	145	110	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	658	96	133	587	188	45	235	242	145	110	32
LANE	1 0 1	0 1 0		1 0 1	0 1 0		0 0 0	1 0 0		1 0 0	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (377 + 133 + 622 + 145) / 1500 = 0.716 LOS = C

0.93 ATCS

C=685

LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

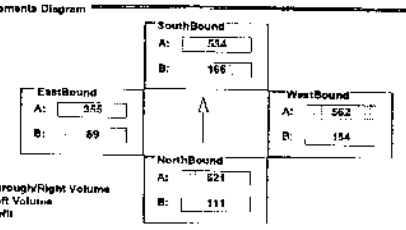
AM/PM: AM Comments: INT # 153

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	111	926	316	166	1002	66	154	327	81	59	256	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	926	316	166	1002	66	154	327	81	59	256	40
LANE	1	0	1	0	1	0	1	0	1	1	0	0	0	0	0	1	0	0	0	1	0	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



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 = (821 + 166 + 562 + 59) / *1500 = 0.869 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

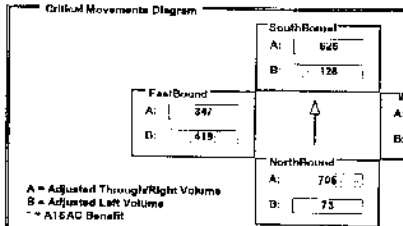
AM/PM: AM Comments: INT # 154

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	1368	41	128	1172	80	62	473	253	419	512	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	1368	41	128	1172	80	62	473	253	419	512	181
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = (706 + 128 + 363 + 419) / *1500 = 1.067 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

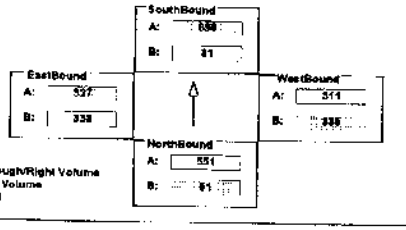
AM/PM: AM Comments: INT# 155

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	51	1040	61	81	1258	146	335	532	90	338	603	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1040	61	81	1258	146	335	532	90	338	603	50
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (51 + 646 + 335 + 527) / *1500 = 0.871 LOS = D

Developed by Chan Xiong, 12/04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99268

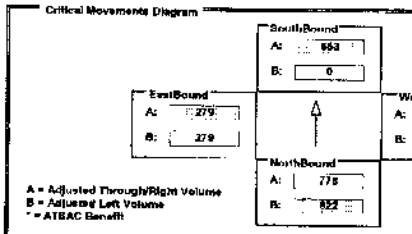
AM/PM: AM Comments: INT# 156

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	822	1556	0	0	1306	635	0	0	0	412	0	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	822	1556	0	0	1306	635	0	0	0	412	0	145
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
SIGNAL	Phasing: Prot+Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (822 + 553 + 0 + 279) / *1425 = 1.021 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

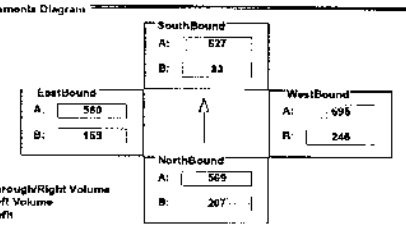
AM/PM: AM Comments: INT# 157

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	207	1137	280	83	1254	72	448	2084	249	308	1680	298
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	1137	280	83	1254	72	448	2084	249	308	1680	298
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	2 0 3	0 0 1	0	2 0 3	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (207 + 627 + 695 + 169) / 1425 = 1.122 LOS = F

Developed by Chun Wong 12/94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99250

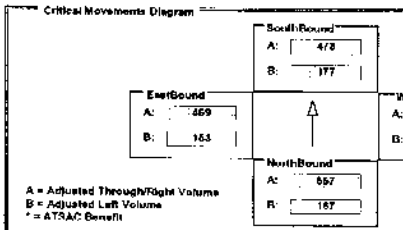
AM/PM: AM Comments: INT# 158

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	1114	712	177	955	200	336	725	92	153	938	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1114	712	177	955	200	336	725	92	153	938	302
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 1	0 1 0	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (557 + 177 + 336 + 469) / 1425 = 1.010 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: HADDOCK DR I/S No: 99246

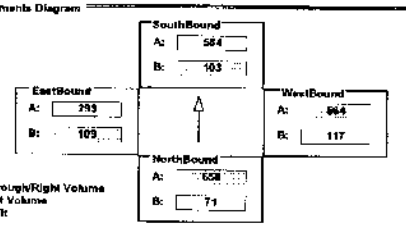
AM/PM: AM Comments: INT# 159

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	1251	64	103	1103	64	117	237	210	109	137	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	1251	64	103	1103	64	117	237	210	109	137	47
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	0 0 0	1 0 0	0	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



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 = (563 + 103 + 564 + 109) / 1500 = 0.886 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

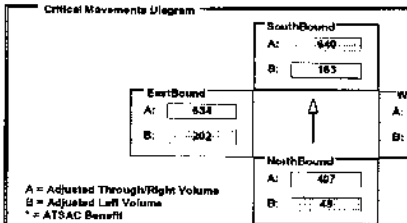
AM/PM: AM Comments: INT# 160

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	45	758	56	183	640	381	140	1850	176	202	1851	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	758	56	183	640	381	140	1850	176	202	1851	51
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 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (45 + 648 + 675 + 202) / 1500 = 0.971 LOS = E

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

AM/PM: AM Comments: INT# 161

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	43	46	768	193	54	39	668	2065	191	24	2041	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	46	768	193	54	39	668	2065	191	24	2041	12
LANE	1	0	1	0	0	2	0	1	0	0	1	0	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 143 B: 143

EastBound A: 820 B: 24

WestBound A: 668 B: 668

NorthBound A: 89 B: 43

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 = (89 + 143 + 668 + 668) / *1425 = 1.038 LOS = F

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

AM/PM: AM Comments: INT# 162

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	313	0	442	0	927	187	661	865	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	313	0	442	0	927	187	661	865	0
LANE	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 111 B: 313

EastBound A: 433 B: 661

WestBound A: 557 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 = (0 + 313 + 557 + 661) / *1425 = 1.004 LOS = F

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

AM/PM: AM Comments: INT# 163

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	722	0	0	0	820	678	0	0	479	197
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	722	0	0	0	820	678	0	0	479	197
LANE	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 328 B: 0

WestBound A: 488 B: 309

NorthBound A: 397 B: 0

Box = 552

451

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 = (0 + 0 + 488 + 335) / *1500 = 0.345 LOS = C

0.458 LOS A

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99156

AM/PM: AM Comments: INT# 164

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	626	516	218	615	107	677	670	91	10	109	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	626	516	218	615	107	677	670	91	10	109	46
LANE	1	0	2	0	0	0	1	0	2	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 308 B: 218

EastBound A: 75 B: 10

WestBound A: 670 B: 372

NorthBound A: 313 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

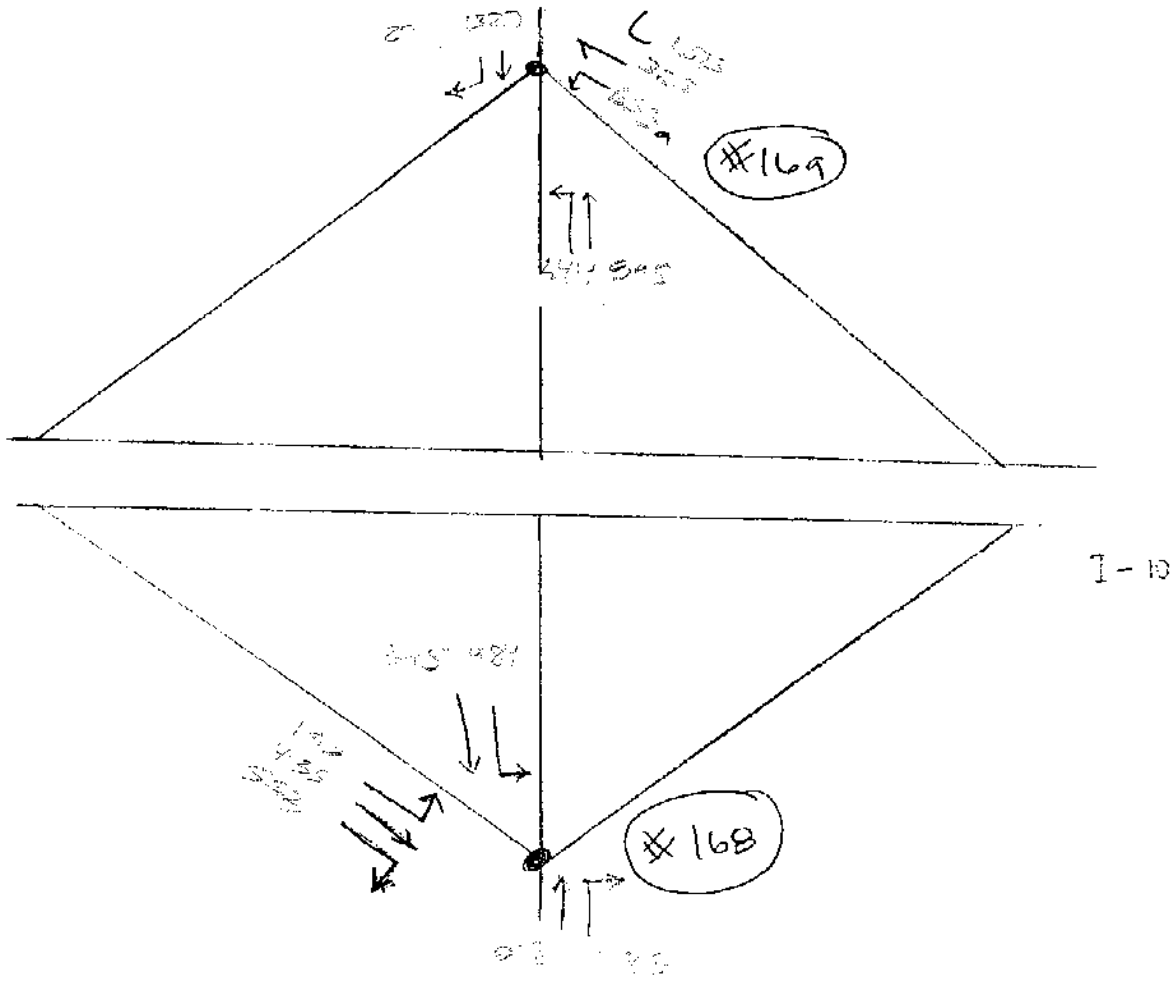
Results

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

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

V/C = (313 + 218 + 670 + 75) / *1425 = 0.825 LOS = D

Developed by Chun Wong 12/94



AM PEAK HOUR

#168 NB CRITICAL = 244 OR (185 + 218 − 24)/3 = 652

SB CRITICAL = 984 × 0.55 = 541 OR 1345/2 = 673

EB CRITICAL = (433 + 1516)/2 = 296 OR 533

WB CRITICAL = ϕ

$\frac{652 + 541 + 533 + \phi}{1425} =$ 1.211 LOS

#169 NB CRITICAL = 244 OR 895/2 = 448

SB CRITICAL = 984 × 0.55 = 541 OR (1327 + 27 − 511)/2 = 407

EB CRITICAL = ϕ

WB CRITICAL = (655 + 102)/2 = 379 OR (1075 + 141)/2 = 608

$\frac{244 + 541 + \phi + 608}{1425} =$ 0.985 LOS E

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99256

AM/PM: AM Comments: INT# 166

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	370	1304	29	16	1283	405	30	106	44	253	8	258
AMBIENT												
RELATED												
PROJECT												
TOTAL	370	1304	29	16	1283	405	30	106	44	253	8	258
LANE	1 0	1 0	1 0	0	1 0	2 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: Auto				

Critical Movements Diagram

SouthBound A: 642 B: 16

EastBound A: 266 B: 253

WestBound A: 106 B: 30

NorthBound A: 667 B: 370

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)

$$V/C = \frac{370 + 642 + 106 + 253}{1425} = 0.962 \qquad LOS = E$$

Developed by Chun Wong, 1994

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: AM Comments: INT# 165

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	2170	197	295	1801	0	171	0	460	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2170	197	295	1801	0	171	0	460	0	0	0
LANE	0 0	3 0	0 1	0	2 0	2 0	0 0	1 0	0 1	1	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: 901 B: 162

EastBound A: 0 B: 0

WestBound A: 172 B: 171

NorthBound A: 723 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)

$$V/C = \frac{0 + 901 + 172 + 0}{1425} = 0.753 \qquad LOS = C$$

Developed by Chun Wong, 1994

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July 16, 2003, Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: AM Comments: INT# 167

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	5	2	14	0	0	221	2	1260	103	269	1297	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	2	14	0	0	221	2	1260	103	269	1297	0
LANE	0 0	0 1	0 0	0	0 1	0 0	0	1 0	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: 230 B: 9

EastBound A: 849 B: 269

WestBound A: 687 B: 2

NorthBound A: 21 B: 5

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)

$$V/C = \frac{5 + 230 + 687 + 269}{1500} = 0.794 \qquad LOS = C$$

Developed by Chun Wong, 1994

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CalcaDB

July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20480

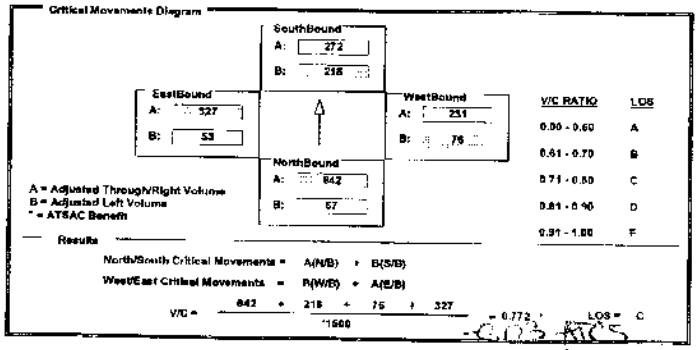
AM/PM: AM Comments: INT# 171

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	67	642	121	218	248	24	76	429	231	53	654	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	642	121	218	248	24	76	429	231	53	654	70
LANE	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (642 + 218 + 76 + 327) / 1600 = 0.772 → 0.103 RICS

LOS = C

0.742

Developed by Chun Wong, 12/94

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July 15, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: MANCHESTER AV I/S No: 20160

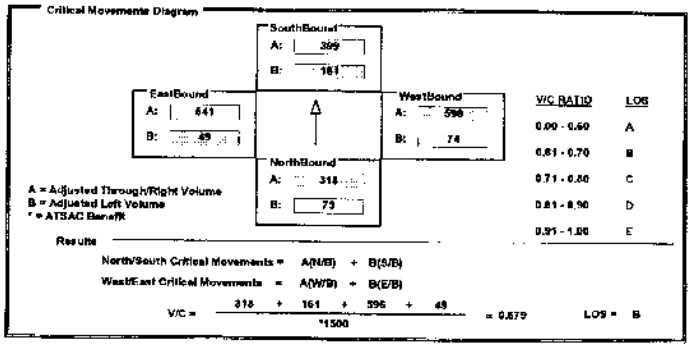
AM/PM: AM Comments: INT# 172

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	557	79	161	727	70	74	1192	140	49	1082	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	557	79	161	727	70	74	1192	140	49	1082	107
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
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

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 = (318 + 161 + 596 + 49) / 1500 = 0.679

LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: AM Comments: INT# 173

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	1358	1330	709	1583	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1358	1330	709	1583	0	0	0	0	0	0	0
LANE	0 0 2 0 0 1 0			1 0 2 0 0 0 0			0 0 0 0 0 0 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 792 B: 709

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1330 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 = +

V/C = (1330 + 709 + 1) / *1500 = 1.289 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: AM Comments: INT# 174

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	256	1334	22	22	1101	391	23	256	28	516	398	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	256	1334	22	22	1101	391	23	256	28	516	398	267
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			1 0 0 0 1 0 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 367 B: 22

EastBound A: 395 B: 284

WestBound A: 284 B: 23

NorthBound A: 452 B: 256

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 = (256 + 367 + 284 + 284) / *1375 = 0.796 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: AM Comments: INT# 175

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	1252	37	251	968	280	63	841	276	483	692	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1252	37	251	968	280	63	841	276	483	692	204
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 2 0 0 1 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: 624 B: 251

EastBound A: 346 B: 483

WestBound A: 559 B: 63

NorthBound A: 645 B: 205

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 = (645 + 251 + 559 + 483) / 1375 = 1.409 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: AM Comments: INT# 176

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	82	74	197	170	0	27	0	1932	53	348	696	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	74	197	170	0	27	0	1932	53	348	696	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		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 94

EastBound A: 292 B: 348

WestBound A: 662 B: 0

NorthBound A: 108 B: 45

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 = (108 + 94 + 662 + 348) / *1376 = 0.811 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

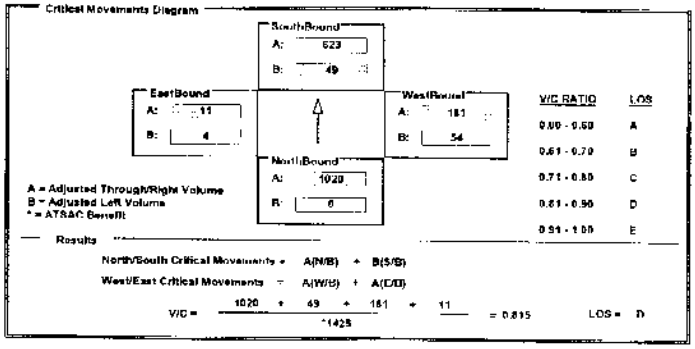
AM/PM: AM Comments: INT# 177

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	1872	167	49	1245	0	103	5	181	4	4	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1872	167	49	1245	0	103	5	181	4	4	3
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (1020 + 49 + 181 + 11) / *1425 = 0.815 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

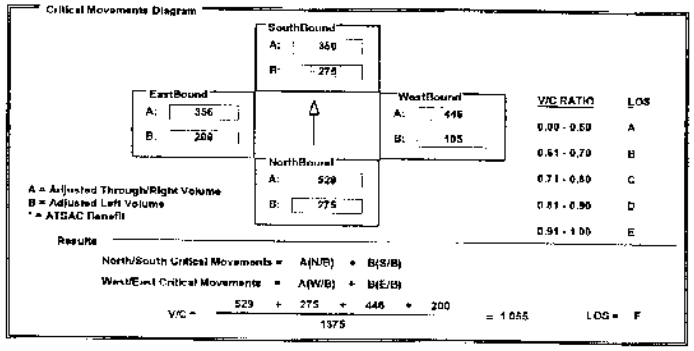
AM/PM: AM Comments: INT# 178

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	275	1588	88	275	952	98	105	778	113	200	663	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1588	88	275	952	98	105	778	113	200	663	49
LANE	1	0	3	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (529 + 275 + 445 + 200) / 1375 = 1.055 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

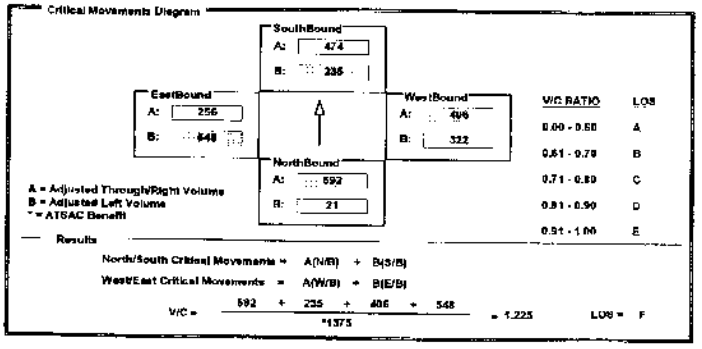
AM/PM: AM Comments: INT# 179

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	1184	573	427	770	178	586	784	28	548	760	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1184	573	427	770	178	586	784	28	548	760	7
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	1	0	0	1	0	2	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (592 + 235 + 496 + 548) / *1375 = 1.225 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

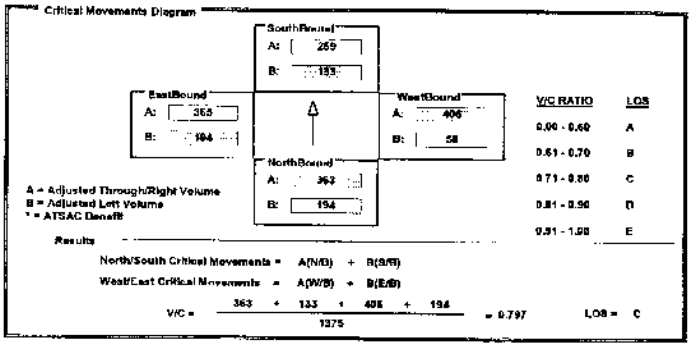
AM/PM: AM Comments: INT# 180

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	194	1043	45	133	593	184	58	1071	148	194	916	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1043	45	133	593	184	58	1071	148	194	916	179
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	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



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 = (363 + 133 + 406 + 194) / 1375 = 0.797 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

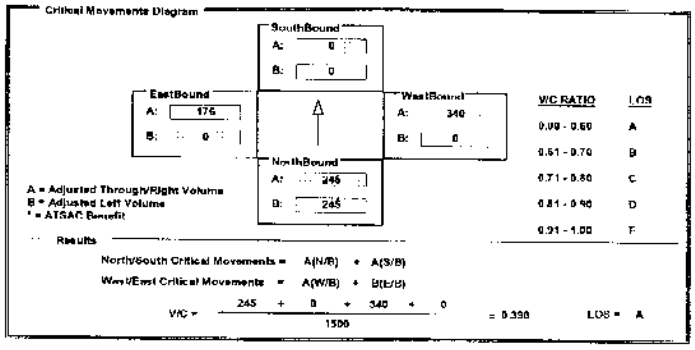
AM/PM: AM Comments: INT# 181

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	356	0	134	0	0	0	0	988	373	0	528	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	356	0	134	0	0	0	0	988	373	0	528	170
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (245 + 0 + 340 + 0) / 1500 = 0.390 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

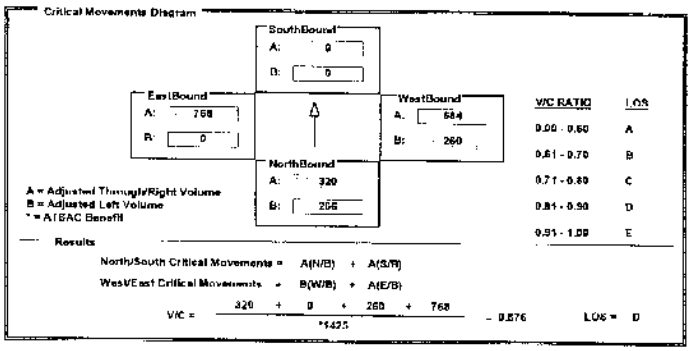
AM/PM: AM Comments: INT# 182

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	483	0	450	0	0	0	260	1367	1	0	1535	323
AMBIENT												
RELATED												
PROJECT												
TOTAL	483	0	450	0	0	0	260	1367	1	0	1535	323
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: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (320 + 0 + 260 + 768) / 1425 = 0.876 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

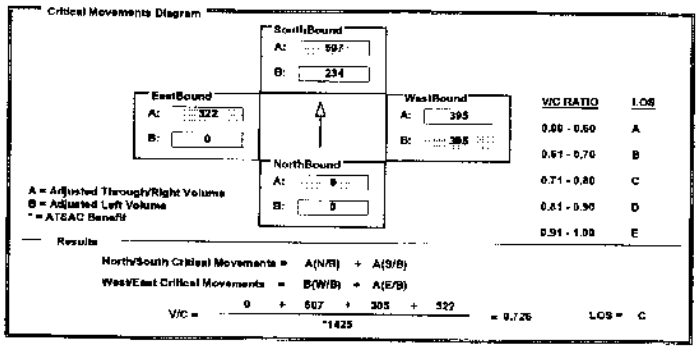
AM/PM: AM Comments: INT# 183

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	234	1006	514	555	1185	0	0	689	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	234	1006	514	555	1185	0	0	689	277
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (0 + 597 + 395 + 322) / 1425 = 0.726 LOS = C

Developed by Chen Wang, 1744

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19090

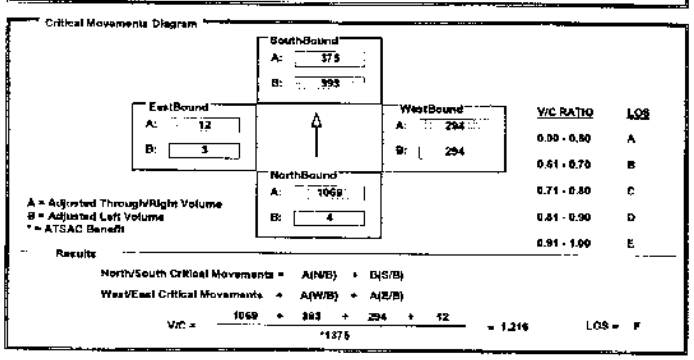
AM/PM: AM Comments: INT# 184

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	1370	1216	393	742	7	579	8	220	3	12	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1370	1216	393	742	7	579	8	220	3	12	3
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	1	0	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (1069 + 393 + 294 + 12) / 1375 = 1.216 LOS = F

Developed by Chen Wang, 1744

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

AM/PM: AM Comments: INT# 186

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	82	190	70	307	315	359	119	938	539	337	393	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	190	70	307	315	359	119	938	539	337	393	106
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
SIGNAL Phasing	Prot-Var			Prot-Var			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 225 B: 169

EastBound A: 131 B: 185

WestBound A: 313 B: 66

NorthBound A: 95 B: 45

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 = (65 + 225 + 313 + 185) / *1370 = 0.489 LOS = A

Developed by Shun Wong, 12/94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

AM/PM: AM Comments: INT# 186

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	2045	0	0	1899	0	0	0	0	0	0	606
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2045	0	0	1899	0	0	0	0	0	0	606
LANE	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL Phasing	<none>			<none>			Perm			<none>			<none>			Perm		
SIGNAL RTOR	<none>			<none>			<none>			<none>			Auto		

Critical Movements Diagram

SouthBound A: 633 B: 0

EastBound A: 333 B: 0

WestBound A: 0 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) + A(E/B)

V/C = (0 + 633 + 0 + 333) / *1500 = 0.574 LOS = A

Developed by Shun Wong 12/94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

AM/PM: AM Comments: INT# 187

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	2003	0	0	1637	638	0	0	768	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2003	0	0	1637	638	0	0	768	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
SIGNAL Phasing	Perm			<none>			<none>			Perm			<none>			<none>		
SIGNAL RTOR	<none>			<none>			<none>			Auto			<none>			<none>		

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 422 B: 0

NorthBound A: 555 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 = (555 + 0 + 422 + 0) / *1500 = 0.657 LOS = B

Developed by Shun Wong 12/94

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

AM/PM: AM Comments: INT# 188

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	206	936	52	152	960	238	120	1013	271	222	692	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	936	52	152	960	238	120	1013	271	222	692	153
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	0
SIGNAL Phasing	Prot-Fix			Prot-Fix			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 480 B: 152

EastBound A: 425 B: 222

WestBound A: 507 B: 120

NorthBound A: 494 B: 206

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 = (206 + 480 + 507 + 222) / 1375 = 1.029 LOS = F

Developed by Shun Wong 12/94

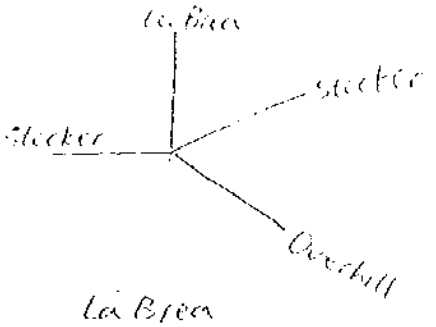
Intersection # 190

N/S STREET: La Brea Av / Overhill Dr

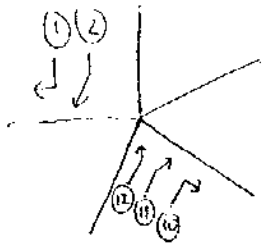
E/W STREET: Stocker St

Scenario: 2010 W/PROJECT

Peak Hour: PM

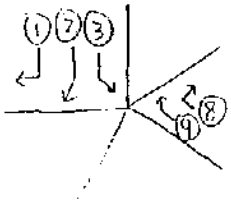


La Brea

① 

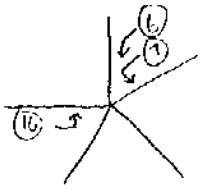
NB		VOL	LNS	
(12)	T	1350	3	450
(11)	R(1)	336	2	176
(10)	R(2)	14	0	

SB		VOL	LNS	
(2)	T	1074	2	524
(1)	R	82	Free Flow	

② 

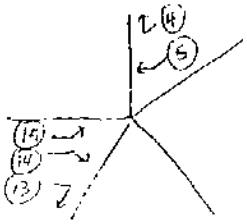
WB		VOL	LNS	
(9)	T	540	2	275
(8)	R	54	1	

SB		VOL	LNS	
(3)	L	245	2	
(2)	T	1000	2	
(1)	R	80	Free Flow	

③ 

EB		VOL	LNS	
(16)	L	204	2	204

WB		VOL	LNS	
(7)		40	2	178
(6)		174		

④ 

EB		VOL	LNS	
(15)	T	191	2	283
(14)	R	64		
(13)	R	11		

WB		VOL	LNS	
(5)	T	503	2	273
(4)	R	38	1	38

CRITICAL MOVES 450 + 275 + 297 + 283 = 1305

VOLUME / CAPACITY 1305 / 1375 = 0.949 LOS E

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INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

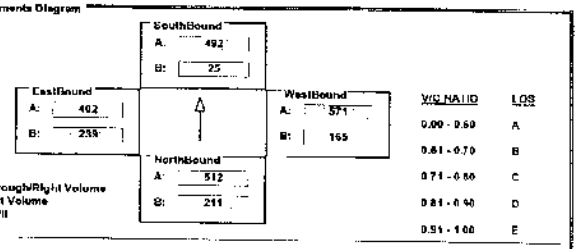
AM/PM: AM Comments: INT# 189

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	211	1306	229	25	984	328	165	1598	114	239	1122	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	1306	229	25	984	328	165	1598	114	239	1122	85
LANE	1 0 2 0 1 0			1 0 2 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



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 = (211 + 492 + 571 + 239) / 1375 = 1.100 LOS = F

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I 10 EB OFF RAMP I/S No: 99382

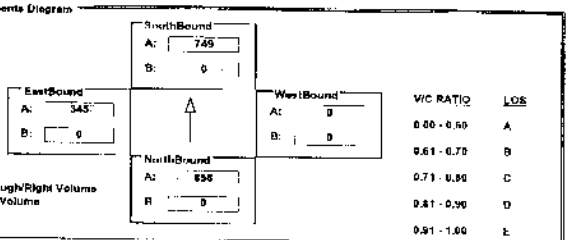
AM/PM: AM Comments: INT# 191

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	2574	0	0	1593	555	0	0	0	0	0	345
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2574	0	0	1593	555	0	0	0	0	0	345
LANE	0 0 3 0 0 0			0 0 2 0 1 0 0			0 0 0 0 0 0			0 0 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (856 + 0 + 0 + 345) / 1600 = 0.892 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19780

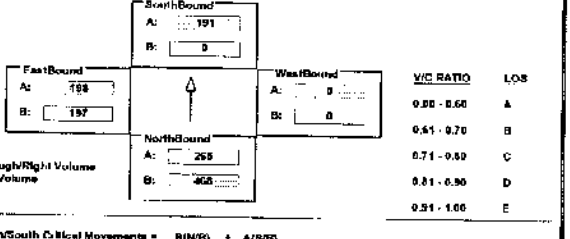
AM/PM: AM Comments: INT# 192

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	468	530	0	0	511	63	0	0	0	359	0	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	468	530	0	0	511	63	0	0	0	359	0	198
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 1 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (468 + 191 + 0 + 198) / 1500 = 0.591 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

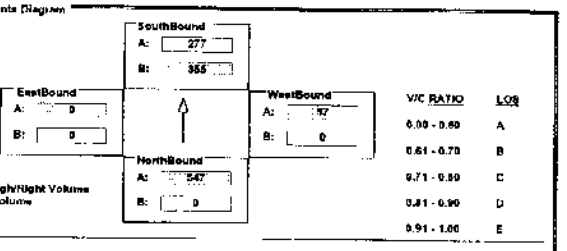
AM/PM: AM Comments: INT# 193

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	1094	55	648	554	0	0	0	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1094	55	648	554	0	0	0	354	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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (547 + 355 + 17 + 0) / 1425 = 0.575 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HW I/S No: 19270

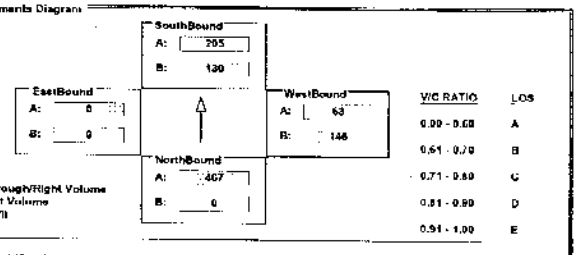
AM/PM: AM Comments: INT# 194

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	934	0	130	616	2	265	0	128	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	934	0	130	616	2	265	0	128	0	0	0
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (457 + 130 + 146 + 0) / *1425 = 0.451 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

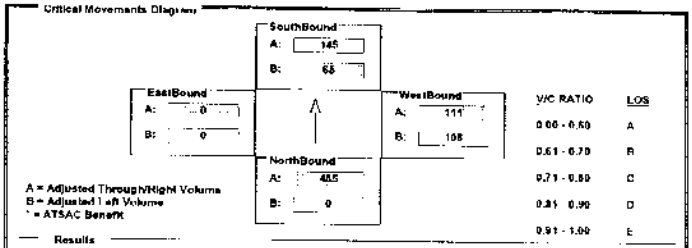
AM/PM: AM Comments: INT# 195

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	864	106	65	434	0	108	0	221	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	864	106	65	434	0	108	0	221	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (485 + 65 + 111 + 0) / *1500 = 0.371 LOS = A

Developed by Chun Wong, 12/04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

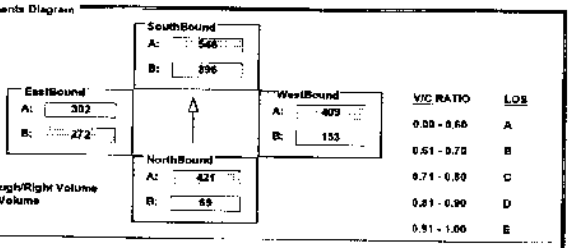
AM/PM: AM Comments: INT# 196

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	69	441	401	396	1091	87	279	1065	161	272	853	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	441	401	396	1091	87	279	1065	161	272	853	52
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
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (421 + 566 + 409 + 272) / 1375 = 1.199 LOS = F

Developed by Chun Wong, 12/04

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CalcaDB

July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

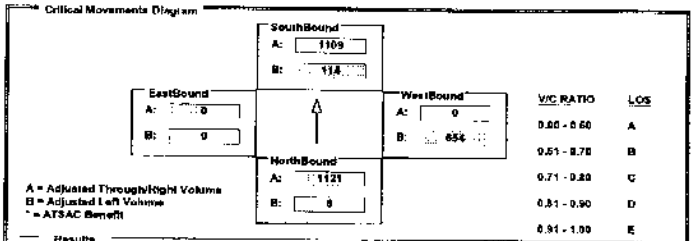
AM/PM: AM Comments: INT# 197

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	3364	827	114	2218	0	1189	0	275	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3364	827	114	2218	0	1189	0	275	0	0	0
LANE	0	0	3	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (1121 + 114 + 654 + 0) / 1425 = 1.325 LOS = F

Developed by Chun Wong, 12/04

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 89396

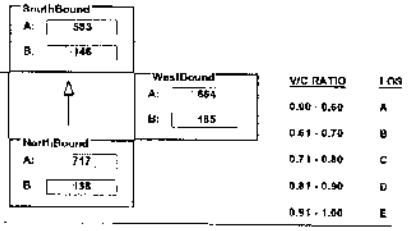
AM/PM: AM Comments: INT# 198

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	138	2099	53	146	1399	350	185	1993	65	436	1835	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	2099	53	146	1399	350	185	1993	65	436	1835	155
LANE	1 0 2 0 1 0			1 0 2 0 1 0			1 0 3 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (717 + 146 + 664 + 240) / *1425 = 1.170 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 89398

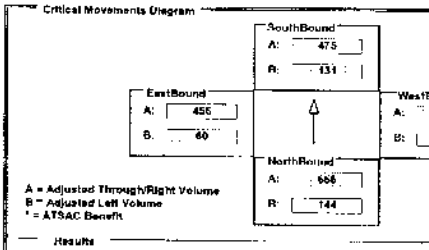
AM/PM: AM Comments: INT# 199

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	144	1930	36	131	1418	7	63	1505	329	60	911	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1930	36	131	1418	7	63	1505	329	60	911	111
LANE	1 0 2 0 1 0			1 0 2 0 1 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (666 + 131 + 753 + 60) / *1425 = 1.052 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

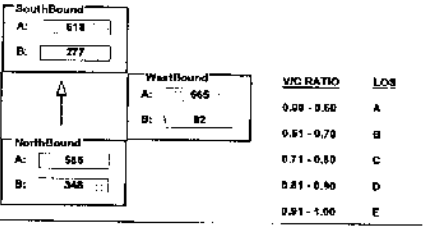
AM/PM: AM Comments: INT# 200

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	348	1754	44	277	1854	191	82	922	407	49	703	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	348	1754	44	277	1854	191	82	922	407	49	703	84
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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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

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

Results

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

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

V/C = (348 + 618 + 665 + 49) / *1425 = 1.109 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 15370

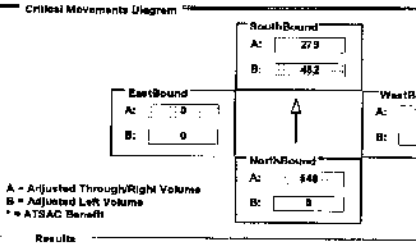
AM/PM: AM Comments: INT# 201

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	1096	50	482	557	0	552	0	437	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1096	50	482	557	0	552	0	437	0	0	0
LANE	0 0 1 0 1			1 0 1 0 2 0 0			1 0 0 0 0 0 1			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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

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

Results

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

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

V/C = (548 + 482 + 495 + 0) / *1800 = 0.947 LOS = E

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

AM/PM: AM Comments: INT# 202

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	1654	0	122	0	0	0	0	1997	0	0	935	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	1654	0	122	0	0	0	0	1997	0	0	935	0
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 312 B: 0

WestBound A: 665 B: 0

NorthBound A: 122 B: 910

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 = (910 + 0 + 665 + 0) / 1500 = 1.051 LOS = F

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99405

AM/PM: AM Comments: INT# 203

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	1209	0	0	1084	0	414	0	699	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1209	0	0	1084	0	414	0	699	0	0	0
LANE	0	0	3	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 271 B: 0

EastBound A: 0 B: 0

WestBound A: 371 B: 371

NorthBound A: 403 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 = (403 + 0 + 371 + 0) / 1500 = 0.516 LOS = A

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

AM/PM: AM Comments: INT# 204

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	266	1326	101	90	791	64	115	243	129	79	344	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	1326	101	90	791	64	115	243	129	79	344	116
LANE	1	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 266 B: 90

EastBound A: 230 B: 79

WestBound A: 243 B: 115

NorthBound A: 442 B: 266

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 = (266 + 265 + 115 + 230) / 1425 = 0.629 LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

AM/PM: AM Comments: INT# 205

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	194	407	156	81	354	53	125	386	58	62	312	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	407	156	81	354	53	125	386	58	62	312	101
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	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: 407 B: 81

EastBound A: 413 B: 62

WestBound A: 444 B: 125

NorthBound A: 563 B: 194

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 = (563 + 81 + 125 + 413) / 1500 = 0.788 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: FLORENCE AV I/S No: 99412

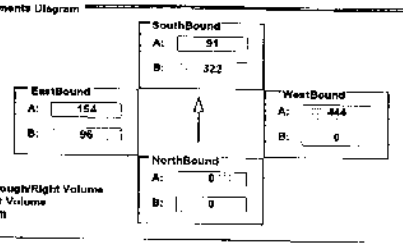
AM/PM: AM Comments: INT# 206

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	586	0	139	0	887	887	96	463	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	586	0	139	0	887	887	96	463	0
LANE	0	0	0	2	0	0	1	0	0	2	0	1
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Rt	RTOR: <none>				

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 = (0 + 322 + 444 + 96) / 1425 = 0.695 LOS = B

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV W/E: MANHATTAN BEACH BL I/S No: 99414

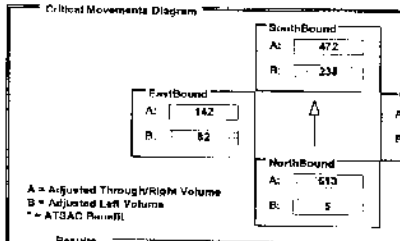
AM/PM: AM Comments: INT# 207

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	5	447	166	238	402	70	46	112	138	82	140	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	447	166	238	402	70	46	112	138	82	140	2
LANE	1	0	0	1	0	0	1	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



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 = (643 + 238 + 250 + 82) / 1500 = 0.789 LOS = C

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH W/E: ARTESIA BL I/S No: 99416

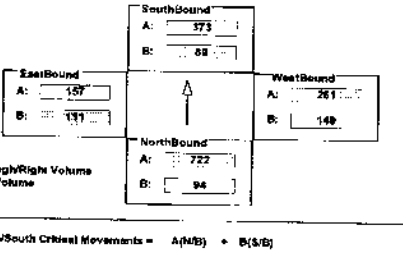
AM/PM: AM Comments: INT# 208

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	94	2165	196	145	1076	43	149	303	301	111	280	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	2165	196	145	1076	43	149	303	301	111	280	34
LANE	1	0	3	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



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 = (722 + 88 + 261 + 111) / 1373 = 0.854 LOS = D

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July 16, 2003 ,Wednesday 12:04:29 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: VENICE BL I/S No: 99418

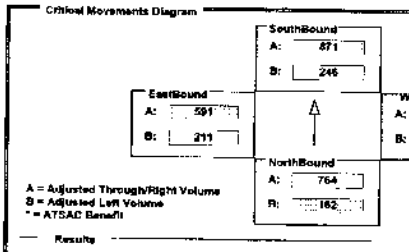
AM/PM: AM Comments: INT# 209

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	1377	150	248	1483	258	186	1200	82	211	1774	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	1377	150	248	1483	258	186	1200	82	211	1774	198
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (162 + 871 + 186 + 591) / 1375 = 1.246 LOS = F

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LAXAMPRJ

July 17, 2003 ,Thursday 06:38:07 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

AM/PM: AM Comments: INT# 210

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	636	783	57	1543	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	636	783	57	1543	0	0	0	0	0	0	0
LANE	0	0	2	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 772 B: 57

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 783 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 = + +

V/C = (783 + 57 + +) / 1500 = 0.568 LOS = A

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July 17, 2003 ,Thursday 06:38:07 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

AM/PM: AM Comments: INT# 211

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	628	0	0	1054	545	265	166	16	128	0	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	628	0	0	1054	545	265	166	16	128	0	58
LANE	1	0	2	0	0	0	0	0	2	0	0	1	0	1	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 527 B: 0

EastBound A: 58 B: 70

WestBound A: 224 B: 224

NorthBound A: 313 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 = (28 + 527 + 224 + 70) / 1425 = 0.526 LOS = A

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July 17, 2003 ,Thursday 06:38:07 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

AM/PM: AM Comments: INT# 212

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	193	1245	282	151	1096	91	204	730	146	252	806	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	1245	282	151	1096	91	204	730	146	252	806	58
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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: 894 B: 151

EastBound A: 432 B: 252

WestBound A: 438 B: 284

NorthBound A: 823 B: 193

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	F

Results

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

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

V/C = (193 + 894 + 438 + 252) / 1500 = 0.915 LOS = E

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CalcaDB

July 17, 2003 ,Thursday 06:38:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

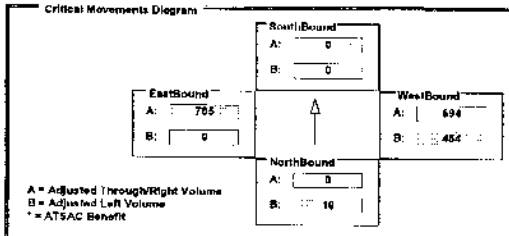
AM/PM: AM Comments: INT# 215

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	10	0	135	0	0	0	826	1387	0	0	2090	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	0	135	0	0	0	826	1387	0	0	2090	26
LANE	0	0	0	0	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (10 + 0 + 464 + 705) / *1425 = 0.759 LOS = C

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July 17, 2003 ,Thursday 06:38:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

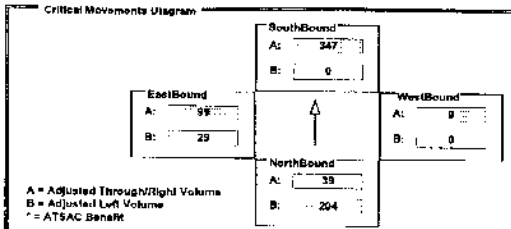
AM/PM: AM Comments: INT# 216

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	370	78	0	0	693	164	0	0	0	57	0	201
AMBIENT												
RELATED												
PROJECT												
TOTAL	370	78	0	0	693	164	0	0	0	57	0	201
LANE	2	0	2	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (204 + 347 + 0 + 99) / 1425 = 0.466 LOS = A

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CalcaDB

July 17, 2003 ,Thursday 06:38:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

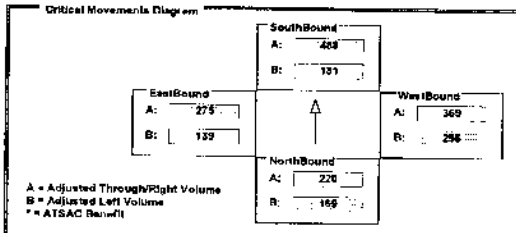
AM/PM: AM Comments: INT# 217

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	108	220	131	206	558	256	1273	201	139	1020	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	108	220	131	206	558	256	1273	201	139	1020	78
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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

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

Results

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

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

V/C = (169 + 488 + 256 + 275) / *1425 = 0.764 LOS = C

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July 17, 2003 ,Thursday 06:38:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99436

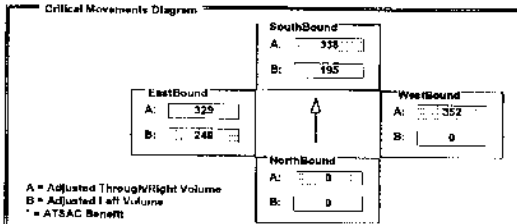
AM/PM: AM Comments: INT# 218

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	195	0	338	0	704	120	240	658	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	195	0	338	0	704	120	240	658	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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

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

Results

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

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 338 + 352 + 240) / 1500 = 0.620 LOS = B

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CalcaDB

July 17, 2003 ,Thursday 05:38:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV W/E: TEALE ST I/S No: 99436

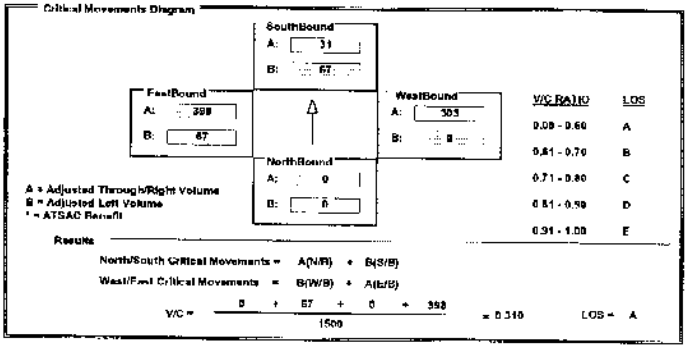
AM/PM: AM Comments: INT# 219

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	0	31	0	572	34	67	795	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	67	0	31	0	572	34	67	795	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 67 + 0 + 398}{1500} = 0.310 \qquad LOS = A$$

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CalcaDB

July 17, 2003 ,Thursday 05:38:26 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

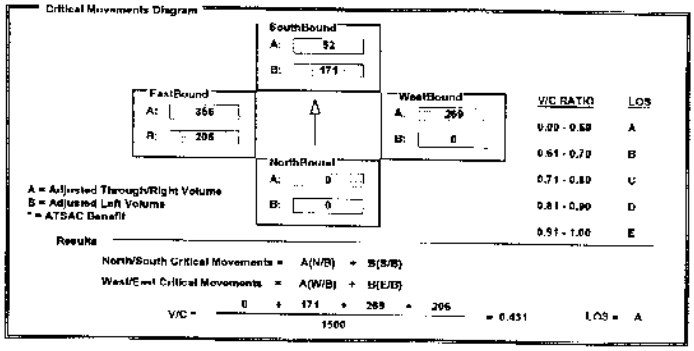
AM/PM: AM Comments: INT# 220

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	171	0	52	0	537	143	206	711	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	171	0	52	0	537	143	206	711	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	1	0	1	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 171 + 269 + 206}{1500} = 0.431 \qquad LOS = A$$

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THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE WORKSHEETS

LAX ALTERNATIVE D BASELINE CONDITIONS

FUTURE 2010 WITH PROJECT

PM PEAK HOUR

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: EL SEGUNDO BL/ARBOR VITAE I/S No: 20110

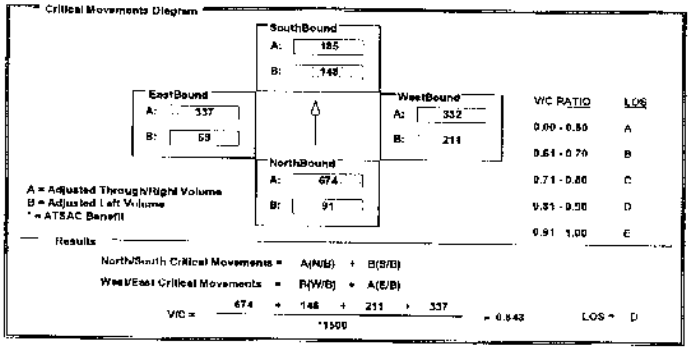
AM/PM: PM Comments: INT# 1

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	1185	163	148	554	61	211	578	85	69	673	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	1185	163	148	554	61	211	578	85	69	673	233
LANE	1	0	1	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	1	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



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)

$$V/C = \frac{674 + 148 + 211 + 337}{1500} = 0.843 \qquad LOS = D$$

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: CENTURY BL I/S No: 19430

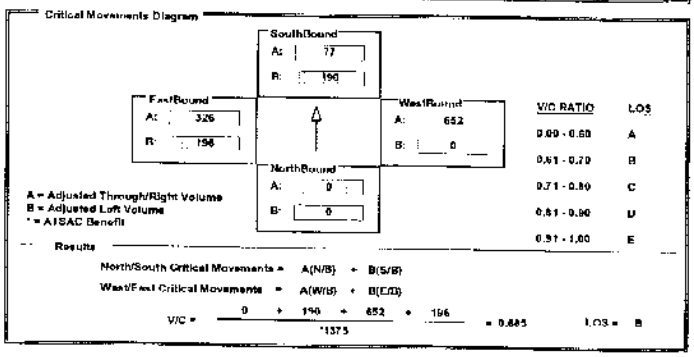
AM/PM: PM Comments: INT# 2

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	514	0	318	0	894	747	357	1303	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	514	0	318	0	894	747	357	1303	0
LANE	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	4	0	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 196 + 652 + 196}{1375} = 0.685 \qquad LOS = B$$

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: LA TIJERA BL I/S No: 20070

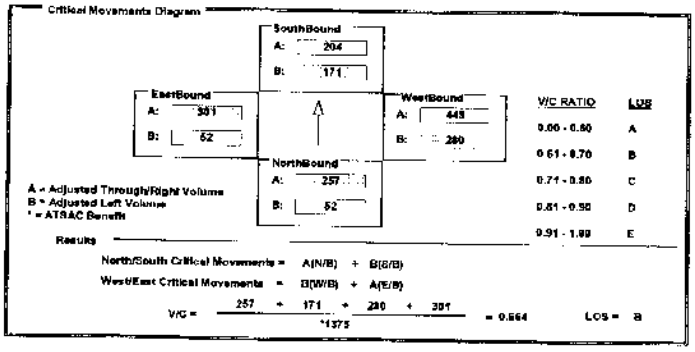
AM/PM: PM Comments: INT# 3

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	247	472	171	181	23	509	850	47	52	885	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	247	472	171	181	23	509	850	47	52	885	18
LANE	0	1	0	0	1	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



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)

$$V/C = \frac{257 + 171 + 280 + 381}{1375} = 0.664 \qquad LOS = B$$

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ARBOR VITAE ST I/S No: 20130

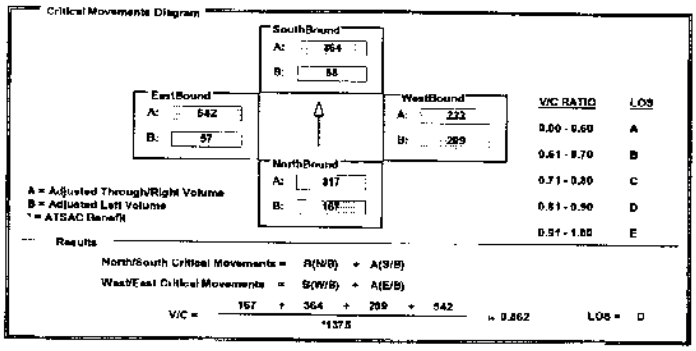
AM/PM: PM Comments: INT# 4

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	304	634	91	88	651	77	209	393	51	57	702	382
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	634	91	88	651	77	209	393	51	57	702	382
LANE	2	0	2	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: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{167 + 364 + 289 + 542}{1375} = 0.862 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: ARBOR VITAE ST I/S No: 94001

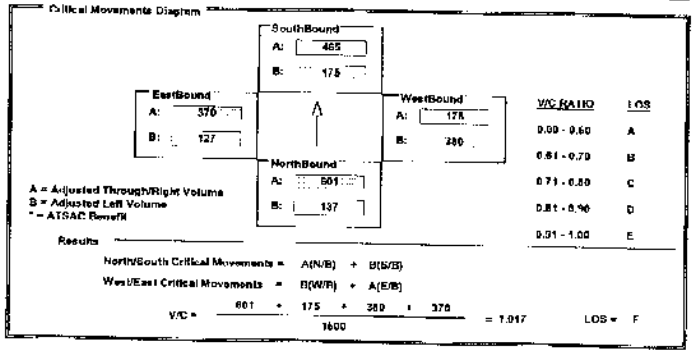
AM/PM: PM Comments: INT# 5

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	137	943	258	175	748	181	380	355	85	127	656	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	943	258	175	748	181	380	355	85	127	656	83
LANE	1 0	1 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



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 = (601 + 175 + 380 + 376) / 1600 = 1.017 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: CENTURY BL I/S No: 19380

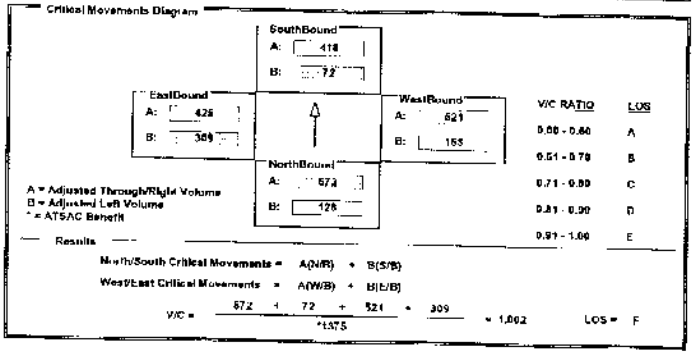
AM/PM: PM Comments: INT# 6

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	345	1107	36	130	976	278	163	1949	136	309	1543	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	345	1107	36	130	976	278	163	1949	136	309	1543	157
LANE	3 0	1 0	1 0	2 0	2 0	1 0	1 0	3 0	1 0	1 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



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 = (672 + 72 + 621 + 309) / 1375 = 1.002 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: IMPERIAL HWY I/S No: 19200

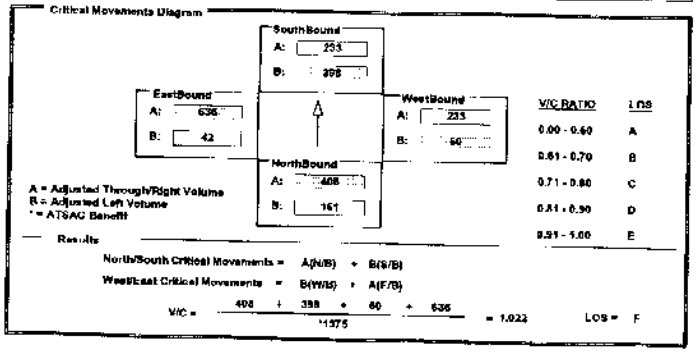
AM/PM: PM Comments: INT# 7

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	292	497	468	723	700	124	109	700	428	76	1586	321
AMBIENT												
RELATED												
PROJECT												
TOTAL	292	497	468	723	700	124	109	700	428	76	1586	321
LANE	2 0	2 0	0 1	1 0	2 0	1 1	2 0	3 0	1 0	2 0	2 0	1 0
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (408 + 398 + 60 + 636) / 1375 = 1.022 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FLORENCE AV/AVIATION BL W/E: MANCHESTER BL I/S No: 94000

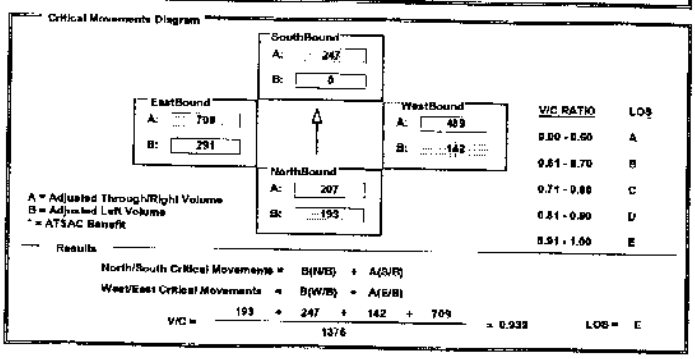
AM/PM: PM Comments: INT# 8

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	193	338	78	0	303	393	142	977	5	281	1417	349
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	338	78	0	303	393	142	977	5	281	1417	349
LANE	1 0	1 0	1 0	0 0	2 0	1 0	1 0	2 0	1 0	1 0	2 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (193 + 247 + 142 + 709) / 1375 = 0.933 LOS = E

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BL W/E: ROSECRANS AV I/S No: 99278

AM/PM: PM Comments: INT# 9

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	351	955	632	350	1796	442	656	1217	107	514	1506	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	351	955	632	350	1796	442	656	1217	107	514	1506	204
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	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: 449 B: 193
EastBound A: 425 B: 283
WestBound A: 331 B: 361
NorthBound A: 462 B: 193

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 = (462 + 193 + 361 + 428) / 1375 = 1.043 LOS = F

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: RAILWAY I/S No: 20449

AM/PM: PM Comments: INT# 10

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	317	2192	24	56	2442	479	17	0	21	601	1	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	317	2192	24	56	2442	479	17	0	21	601	1	278
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0	1	0	0	0	1	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: 974 B: 56
EastBound A: 301 B: 301
WestBound A: 21 B: 17
NorthBound A: 739 B: 317

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 = (317 + 974 + 21 + 301) / 1375 = 1.103 LOS = F

-.03 ATCS

1.073

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BL I/S No: 20470

AM/PM: PM Comments: INT# 11

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	51	1001	136	259	1175	342	182	737	245	183	773	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1001	136	259	1175	342	182	737	245	183	773	47
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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: 759 B: 259
EastBound A: 410 B: 183
WestBound A: 491 B: 182
NorthBound A: 501 B: 51

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 = (51 + 759 + 491 + 183) / 1500 = 0.919 LOS = E

-.03 ATCS

0.889

LOS = D

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CalcaDB

July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BL I/S No: 20513

AM/PM: PM Comments: INT# 12

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	180	607	262	745	89	404	188	1076	421	577	1366	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	607	262	745	89	404	188	1076	421	577	1366	98
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	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 87 B: 410
EastBound A: 455 B: 317
WestBound A: 359 B: 103
NorthBound A: 202 B: 98

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) + P(E/B)

V/C = (202 + 410 + 359 + 317) / 1375 = 0.867 LOS = D

-.03 ATCS

0.837

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: CENTINELA AV I/S No: 19920

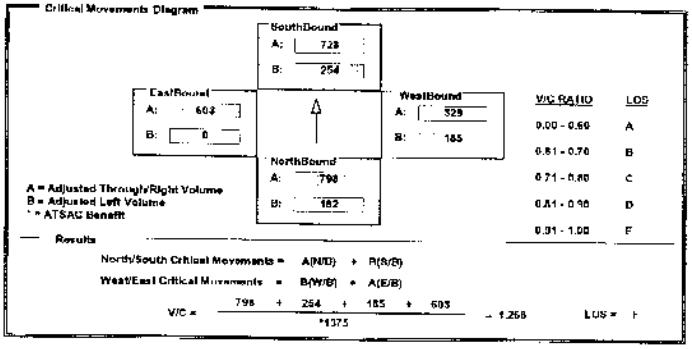
AM/PM: PM Comments: INT# 13

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	182	2236	157	254	2170	15	185	988	177	0	1526	280
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	2236	157	254	2170	15	185	988	177	0	1526	280
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	2	0	1	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



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 = (798 + 254 + 185 + 603) / *1375 = 1.265 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: CENTINELA AV I/S No: 19970

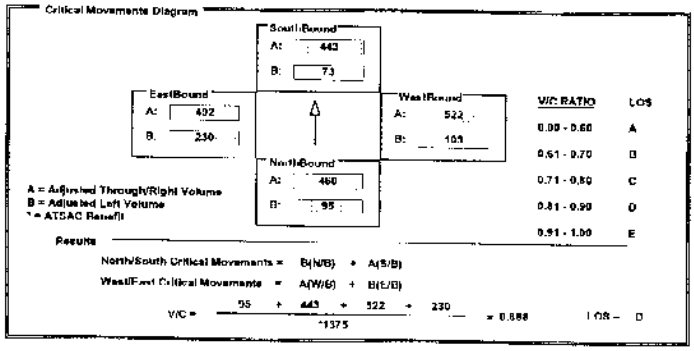
AM/PM: PM Comments: INT# 14

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	1122	257	73	1079	249	188	1021	22	230	1361	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	1122	257	73	1079	249	188	1021	22	230	1361	115
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	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



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 = (95 + 443 + 522 + 230) / *1375 = 0.888 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 93001

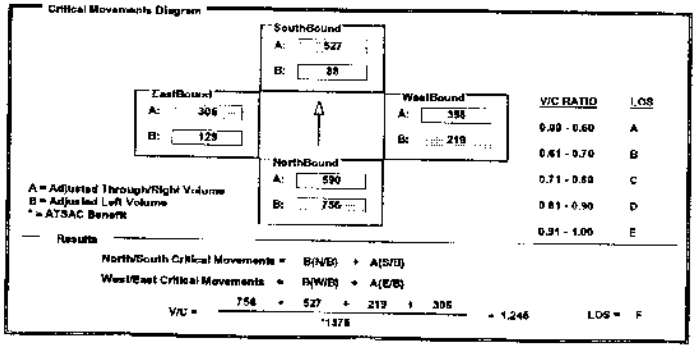
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1374	1769	328	160	1580	131	399	562	153	129	917	1917
AMBIENT												
RELATED												
PROJECT												
TOTAL	1374	1769	328	160	1580	131	399	562	153	129	917	1917
LANE	2	0	3	0	1	0	2	0	3	0	1	0	2	0	1	0	1	0	3	0	2	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



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 = (756 + 527 + 219 + 306) / *1375 = 1.246 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON BL I/S No: 99146

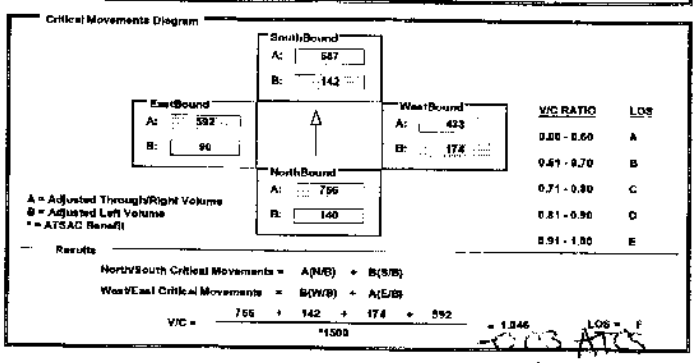
AM/PM: PM Comments: INT# 16

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	1432	99	142	1374	65	174	741	125	90	1087	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1432	99	142	1374	65	174	741	125	90	1087	117
LANE	1	0	1	0	1	0	0	1	0	2	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



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 = (756 + 142 + 174 + 592) / *1500 = 1.046 LOS = F

2003 ATCS

1046

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LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTURY BL I/S No: 19680

AM/PM: PM Comments: INT# 17

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	3971	43	0	4801	63	697	51	426	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3971	43	0	4801	63	697	51	426	0	0	0
LANE	0	0	4	0	0	1	0	0	4	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 1200 B: 0

EastBound A: 0 B: 0

WestBound A: 374 B: 374

NorthBound A: 993 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 = (0 + 1200 + 374 + 0) / *1500 = 0.979 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: JEFFERSON BL I/S No: 19917

AM/PM: PM Comments: INT# 18

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	1131	513	17	1299	0	1278	0	1	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1131	513	17	1299	0	1278	0	1	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 791 B: 17

EastBound A: 0 B: 0

WestBound A: 1 B: 783

NorthBound A: 566 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 = (0 + 791 + 783 + 0) / *1500 = 0.866 LOS = D

2003 ATCS

0.83c

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA FXWY EB RAMPS I/S No: 20390

AM/PM: PM Comments: INT# 19

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	1225	755	334	1883	0	0	0	0	70	0	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1225	755	334	1883	0	0	0	0	70	0	141
LANE	0	0	2	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 628 B: 334

EastBound A: 141 B: 70

WestBound A: 0 B: 0

NorthBound A: 513 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 = (513 + 334 + 0 + 141) / *1500 = 0.555 LOS = B

2003 ATCS

0.625

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: MARINA FXWY WB RAMPS I/S No: 20400

AM/PM: PM Comments: INT# 20

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	219	1076	0	0	971	136	557	468	0	164	0	689
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	1076	0	0	971	136	557	468	0	164	0	689
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	1	1	0	0	1	0	1	0	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 369 B: 0

EastBound A: 535 B: 164

WestBound A: 342 B: 342

NorthBound A: 535 B: 219

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 = (219 + 369 + 342 + 689) / *1425 = 1.066 LOS = F

2003 ATCS

1.03b

Developed by Chun Wong, 1994

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: BAGLEY ST/WASHINGTON BL I/S No: 99226

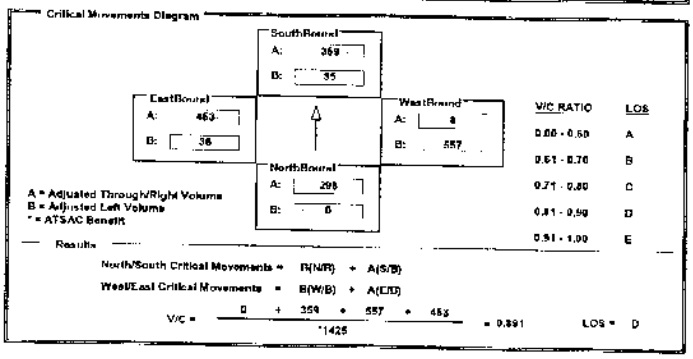
AM/PM: PM Comments: INT# 21

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	595	747	35	718	1	1012	0	8	36	219	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	595	747	35	718	1	1012	0	8	36	219	198
LANE	0	0	2	0	0	2	1	0	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 369 + 557 + 463) / 1425 = 0.891 LOS = D

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VISTA DEL MAR I/S No: 20380

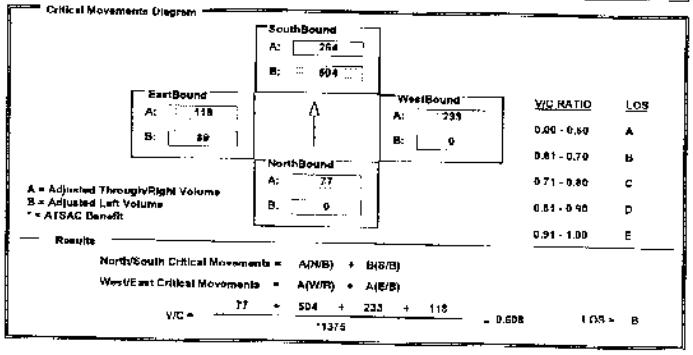
AM/PM: PM Comments: INT# 22

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	149	4	1361	179	85	2	17	448	89	21	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	149	4	1361	179	85	2	17	448	89	21	8
LANE	0	1	0	1	0	0	2	1	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (77 + 504 + 233 + 118) / 1375 = 0.698 LOS = B

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: EL SEGUNDO BL I/S No: 99322

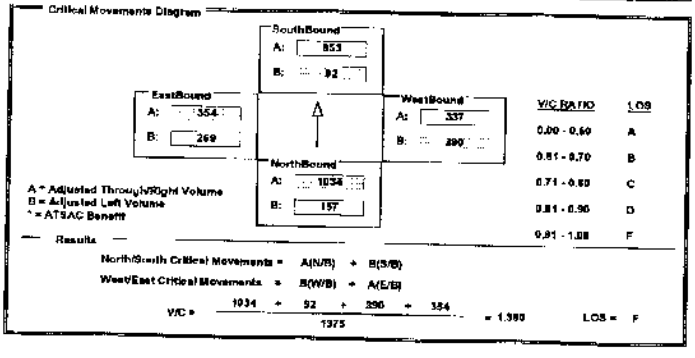
AM/PM: PM Comments: INT# 23

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	3103	215	167	3413	50	709	328	383	289	519	433
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	3103	215	167	3413	50	709	328	383	289	519	433
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	1	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



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 = (1034 + 92 + 390 + 354) / 1375 = 1.380 LOS = F

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: FIJI WAY I/S No: 20447

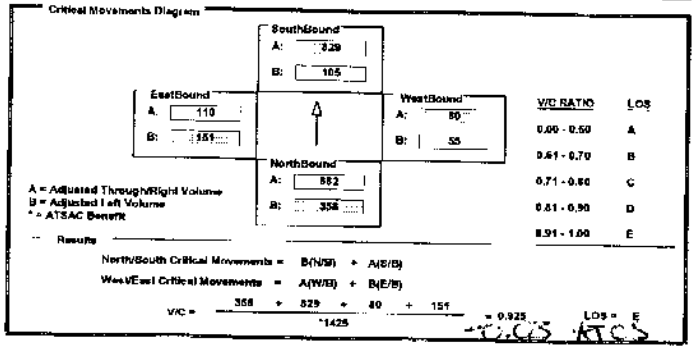
AM/PM: PM Comments: INT# 24

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	650	2645	96	105	2317	170	55	45	35	151	110	822
AMBIENT												
RELATED												
PROJECT												
TOTAL	650	2645	96	105	2317	170	55	45	35	151	110	822
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	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



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 = (358 + 829 + 80 + 151) / 1425 = 0.925 LOS = E

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0.895 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR/HIGHLAND AV W/E: ROSECRANS AV I/S No: 99324

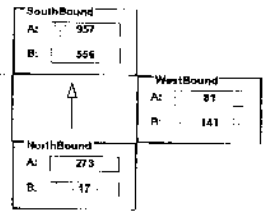
AM/PM: PM Comments: INT# 25

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	450	95	556	900	57	141	81	289	33	52	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	450	95	556	900	57	141	81	289	33	52	10
LANE	1 0 1 0	1 0 0	0 1 0 0	1 0 0	1 0 0	0 1 0 0	1 0 1 0	0 1 0	1 0	0 0 0 1	0 0 0	
SIGNAL	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (17 + 957 + 141 + 95) / 1375 = 0.880 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: HOWARD HUGHES PKWY I/S No: 19865

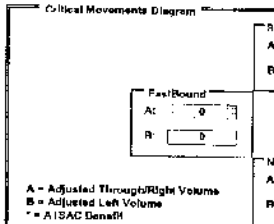
AM/PM: PM Comments: INT# 26

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	3336	529	580	3244	0	1008	0	216	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3336	529	580	3244	0	1008	0	216	0	0	0
LANE	0 0 4 0	0 1 0	2 0 3 0	0 0 0	3 0 0 0	1 0	0 0 0 0	0 0 0 0				
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (834 + 308 + 373 + 0) / 1425 = 0.993 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 19060

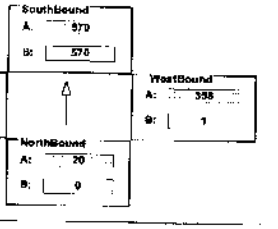
AM/PM: PM Comments: INT# 27

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	2	16	1139	0	218	1	645	927	133	522	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	16	1139	0	218	1	645	927	133	522	0
LANE	0 0 0 1	0 0 0	1 0 0 0	1 0	1 0 2 0	1 0	2 0 1 0	1 0 0				
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (20 + 576 + 358 + 78) / 1375 = 0.673 LOS = B

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: IMPERIAL HWY I/S No: 91002

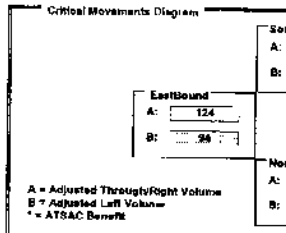
AM/PM: PM Comments: INT# 28

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	3109	1047	346	3758	120	254	398	457	171	277	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	3109	1047	346	3758	120	254	398	457	171	277	199
LANE	1 0 3 0	1 0	2 0 3 0	1 0 0	2 0 3 0	1 0 0	2 0 3 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



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 = (1036 + 190 + 362 + 94) / 1375 = 1.153 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: WASHINGTON BL I/S No: 99234

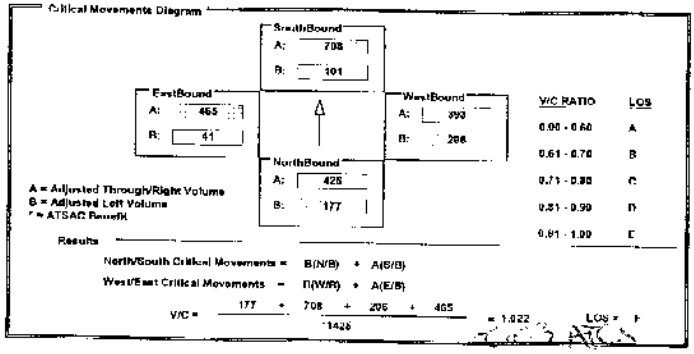
AM/PM: PM Comments: INT# 29

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	177	426	144	101	708	36	206	785	79	41	709	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	426	144	101	708	36	206	785	79	41	709	221
LANE	1 0 1 0 0 1 0			1 0 1 0 0 1 0			1 0 2 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (177 + 708 + 206 + 465) / 1428* = 1.022 LOS = F

ATCS

0.492

LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: JEFFERSON BL I/S No: 19870

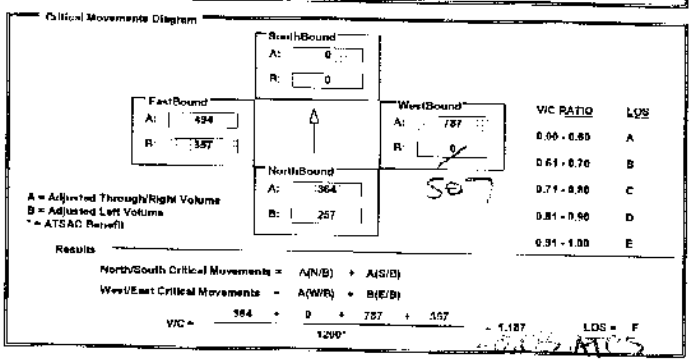
AM/PM: PM Comments: INT# 30

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	27	337	0	0	0	507	739	787	357	1481	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	27	337	0	0	0	507	739	787	357	1481	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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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

Set

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (364 + 0 + 787 + 357) / 1290* = 1.187 LOS = F

ATCS

1.157

Developed by Chun Wong, 1/04

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 SB RAMPS W/E: JEFFERSON BL I/S No: 19890

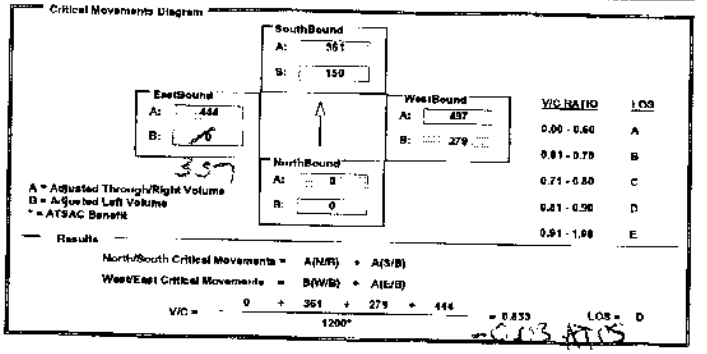
AM/PM: PM Comments: INT# 31

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	150	0	721	507	993	0	357	1332	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	150	0	721	507	993	0	357	1332	167
LANE	0 0 0 0 0 0 0			1 0 0 1 0 1 0			2 0 2 0 0 0 0			0 0 3 0 0 1 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (0 + 361 + 279 + 444) / 1200* = 0.833 LOS = D

ATCS

0.803

Developed by Chun Wong, 12/03

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: JEFFERSON BL I/S No: 99152

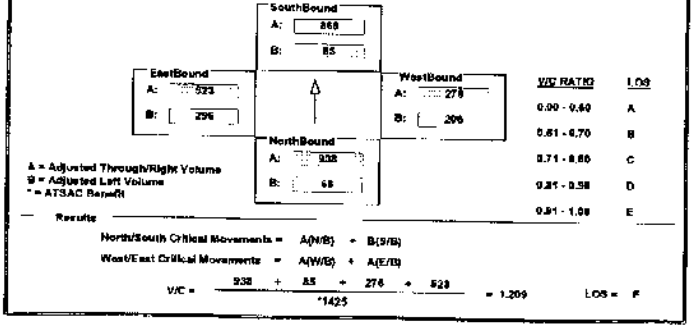
AM/PM: PM Comments: INT# 32

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	2511	303	85	2604	619	375	551	207	538	765	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	2511	303	85	2604	619	375	551	207	538	765	281
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			2 0 2 0 0 1 0			2 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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) + A(E/B)

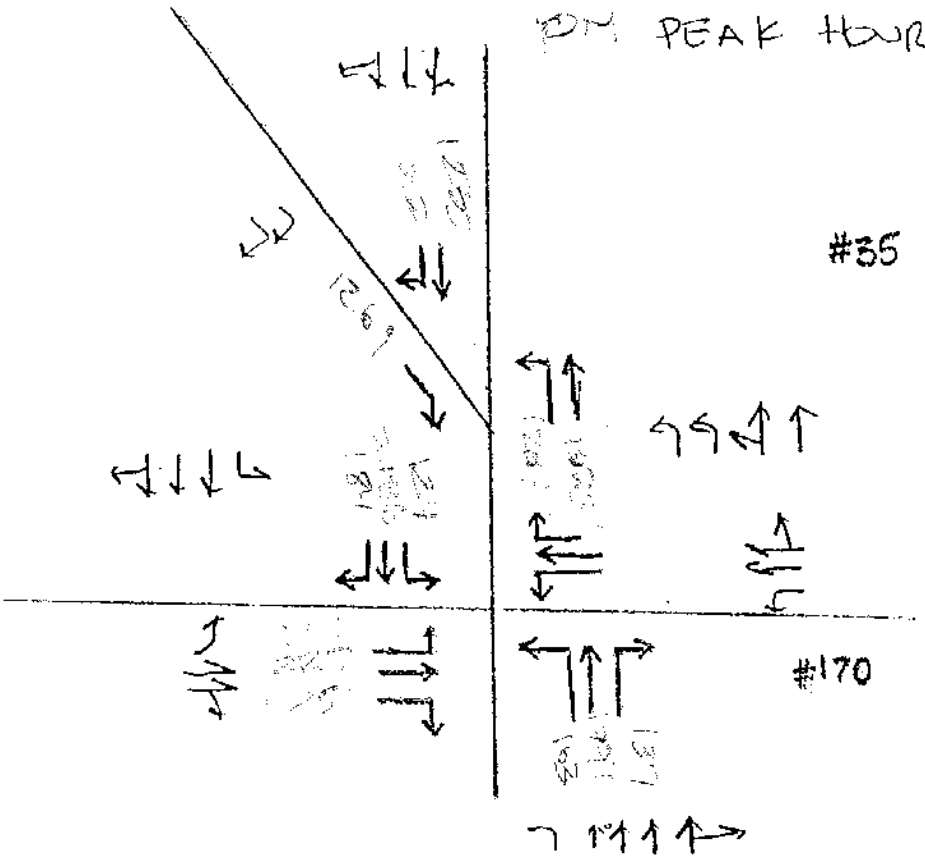
V/C = (938 + 85 + 276 + 523) / 1425* = 1.209 LOS = F

Developed by Chun Wong, 12/04

#35 SEPULVEDA BL / JEFFERSON BL
#170 SAWTELLE BL / JEFFERSON BL

2010 W/PROJECT

PM PEAK HOUR



① 1200/2 = 600 OR 1201/3 = 401 OR (143) OR (194 + 151)/4 = 586

② 635 / 163 = 472 OR 401 OR (280 + 81)/3 = 790 − 124 = 194 OR 586

③ (1255 + 224)/3 = (419) OR 790 OR 586

④ 401 OR (127) OR 790

⑤ 401 OR (111 + 211 + 144)/2 = (289) OR (90 + 221 + 165)/2 = .286

CRITICAL VOLUMES = 163 + 472 + 419 + 127 + .289 = 1467

V/C = (1467/1375) − 0.07 ATSAC = 0.997 LOS E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: JEFFERSON BL I/S No: 19916

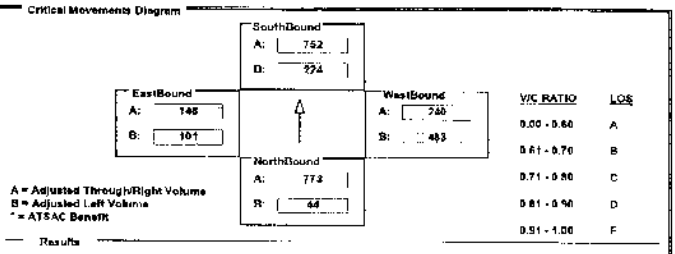
AM/PM: PM Comments: INT# 33

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	44	2979	884	407	2146	752	878	479	470	101	339	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	2979	884	407	2146	752	878	479	470	101	339	104
LANE	1 0 3	0 1 1	0	2 0 3	0 1	0	2 0 2	0 2	0	1 0 2	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (773 + 224 + 483 + 148) / 1375 = 1.114 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: OVERLAND AV I/S No: 99238

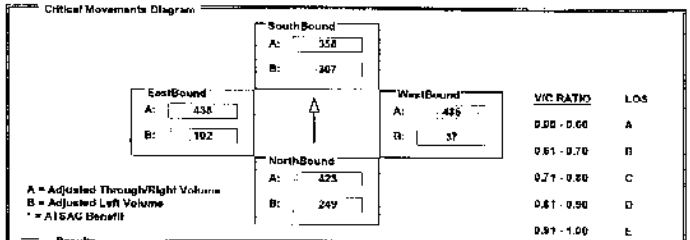
AM/PM: PM Comments: INT# 34

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	453	793	52	558	715	192	67	718	589	186	875	505
AMBIENT												
RELATED												
PROJECT												
TOTAL	453	793	52	558	715	192	67	718	589	186	875	505
LANE	2 0 1	0 1	0	2 0 2	0 0	1 0	2 0 2	0 0	1 0	2 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: Auto	

Critical Movements Diagram



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 = (423 + 307 + 436 + 102) / 1375 = 0.922 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LA TIJERA BL I/S No: 19940

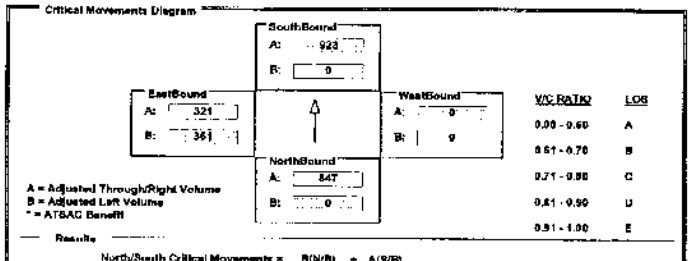
AM/PM: PM Comments: INT# 36

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	2326	216	0	2381	1310	0	0	0	975	298	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2326	216	0	2381	1310	0	0	0	975	298	23
LANE	0 0 2	0 1	0 0	0 0 2	0 1	0 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



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 = (0 + 923 + 0 + 361) / 1500 = 0.789 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: RODEO RD I/S No: 99160

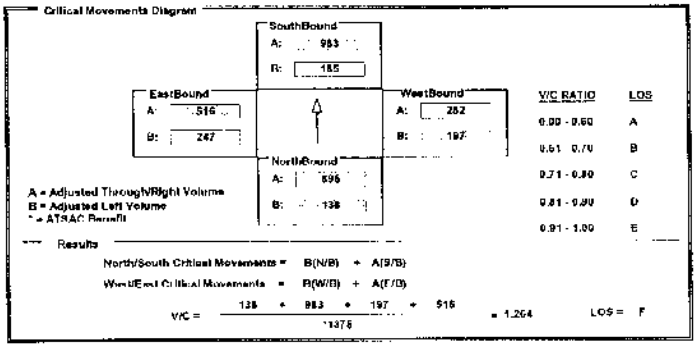
AM/PM: PM Comments: INT# 37

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	250	2415	271	337	2868	82	197	563	216	247	1031	533
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	2415	271	337	2868	82	197	563	216	247	1031	533
LANE	2	0	2	0	1	0	2	0	2	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{135 + 983 + 197 + 516}{1375} = 1.264 \qquad LOS = F$$

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS N W/E: SLAUSON AV I/S No: 99192

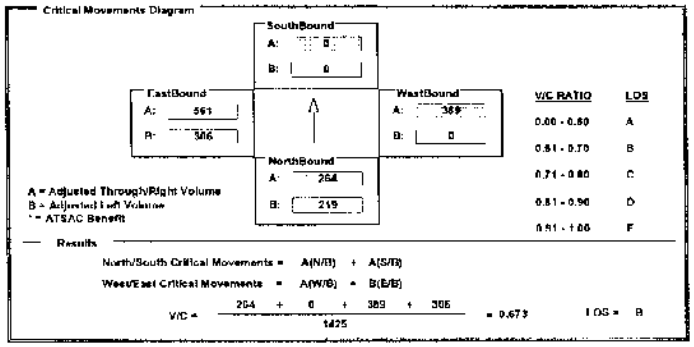
AM/PM: PM Comments: INT# 38

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	219	6	258	0	0	0	0	1557	157	557	1683	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	6	258	0	0	0	0	1557	157	557	1683	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{264 + 0 + 389 + 306}{1425} = 0.673 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL RAMPS S W/E: SLAUSON AV I/S No: 99194

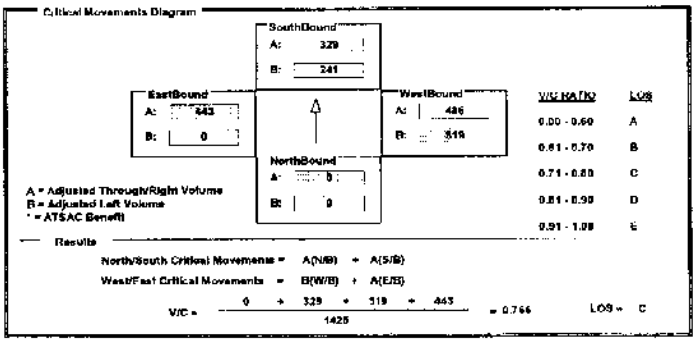
AM/PM: PM Comments: INT# 39

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	241	17	598	319	1459	0	0	1997	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	241	17	598	319	1459	0	0	1997	219
LANE	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	3	0	0	0	0	4	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 329 + 319 + 443}{1425} = 0.766 \qquad LOS = C$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB RAMPS W/E: LA TIJERA BL I/S No: 20030

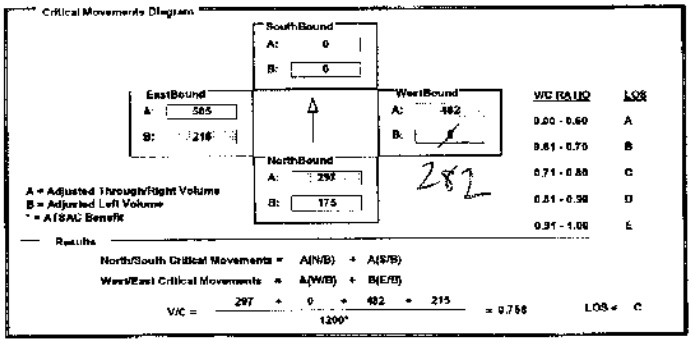
AM/PM: PM Comments: INT# 40

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	175	11	297	0	0	0	282	1238	208	398	1516	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	11	297	0	0	0	282	1238	208	398	1516	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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) + B(E/B)

$$V/C = \frac{297 + 0 + 482 + 215}{1200^*} = 0.756 \qquad LOS = C$$

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I 405 SB RAMPS W/E: LA TIJERA BL I/S No: 20040

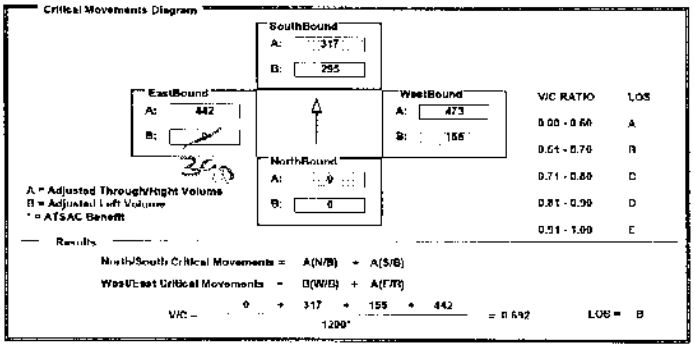
AM/PM: PM Comments: INT# 41

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	295	0	339	282	1418	0	390	1216	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	295	0	339	282	1418	0	390	1216	109
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
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (0 + 317 + 155 + 442) / 1200* = 0.692 LOS = B

Developed by Chun Wong 12/04

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LA TIJERA BL I/S No: 99162

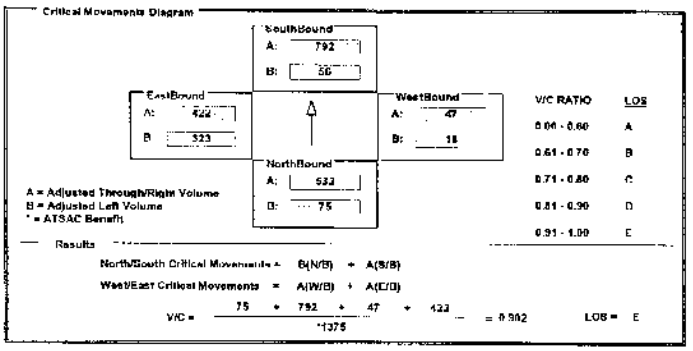
AM/PM: PM Comments: INT# 42

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	137	2122	6	56	2291	86	18	12	17	628	18	460
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	2122	6	56	2291	86	18	12	17	628	18	460
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (75 + 792 + 47 + 422) / *1375 = 0.902 LOS = E

Developed by Chun Wong 12/04

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: MANCHESTER AV I/S No: 20180

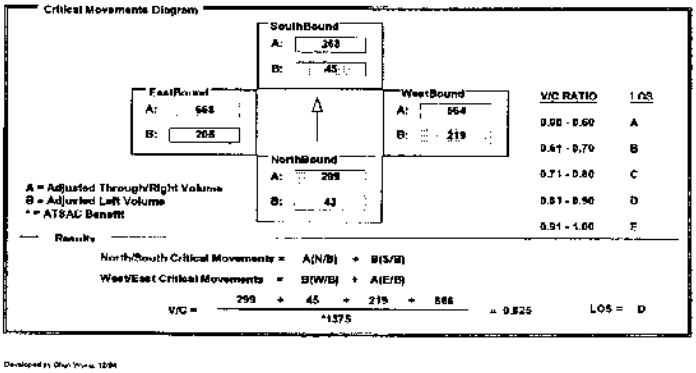
AM/PM: PM Comments: INT# 43

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	43	597	137	45	535	212	219	1127	53	205	1336	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	597	137	45	535	212	219	1127	53	205	1336	86
LANE	1	0	2	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (299 + 45 + 219 + 568) / *1375 = 0.825 LOS = D

Developed by Chun Wong 12/04

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 88TH ST/LA TIJERA BL I/S No: 19820

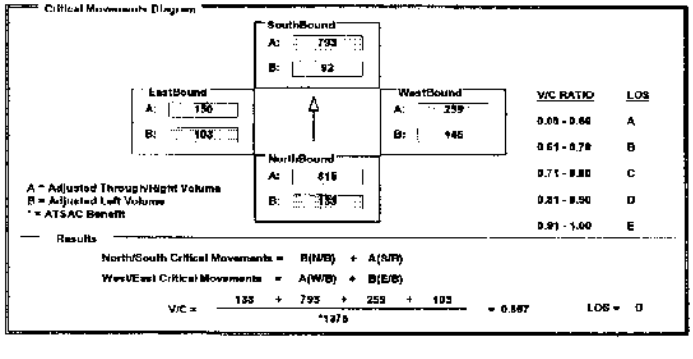
AM/PM: PM Comments: INT# 44

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	133	2444	156	92	2378	147	266	435	83	103	205	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	2444	156	92	2378	147	266	435	83	103	205	95
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (133 + 793 + 259 + 103) / *1375 = 0.887 LOS = D

Developed by Chun Wong 12/04

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: 83RD ST I/S No: 20260

AM/PM: PM Comments: INT# 45

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	50	4028	40	272	3119	260	42	64	253	167	56	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	4028	40	272	3119	260	42	64	253	167	56	24
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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1126 B: 272

EastBound A: 50 B: 167

WestBound A: 117 B: 42

NorthBound A: 1617 B: 50

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 = (1617 + 272 + 117 + 167) / *1375 = 1.374 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MANCHESTER AV I/S No: 20280

AM/PM: PM Comments: INT# 46

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	65	3195	157	211	2291	509	188	493	390	527	579	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	3195	157	211	2291	509	188	493	390	527	579	174
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: 838 B: 211

EastBound A: 290 B: 527

WestBound A: 247 B: 188

NorthBound A: 838 B: 65

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 = (838 + 211 + 247 + 527) / *1375 = 1.255 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MARINA EXWY I/S No: 99166

AM/PM: PM Comments: INT# 47

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	2634	303	852	2467	0	397	0	835	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2634	303	852	2467	0	397	0	835	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		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 822 B: 465

EastBound A: 0 B: 0

WestBound A: 216 B: 318

NorthBound A: 979 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 = (979 + 465 + 216 + 0) / *1425 = 1.119 LOS = F

-.03 ATCS

1.08

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MAXFIELD AV I/S No: 20453

AM/PM: PM Comments: INT# 48

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	280	2561	386	295	2555	151	552	83	398	118	111	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	280	2561	386	295	2555	151	552	83	398	118	111	183
LANE	2 0 3 0 1 0			2 0 3 0 1 0 0			1 1 0 0 0 1 0			1 0 1 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: 677 B: 152

EastBound A: 111 B: 118

WestBound A: 318 B: 318

NorthBound A: 854 B: 154

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 = (854 + 152 + 318 + 118) / *1375 = 0.988 LOS = E

-.03 ATCS

0.956

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: MINDANAO WAY I/S No: 20445

AM/PM: PM Comments: INT# 49

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	130	2306	304	352	2112	151	296	746	219	0	843	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	2306	304	352	2112	151	296	746	219	0	843	109
LANE	1 0 3	0 0 1	0	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: 754 B: 352

EastBound A: 476 B: 0

WestBound A: 453 B: 163

NorthBound A: 769 B: 130

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 = (769 + 352 + 163 + 476) / *1375 = 1.219 LOS = F

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1.18

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: ROSE AV I/S No: 20980

AM/PM: PM Comments: INT# 50

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	183	1703	53	93	1852	192	99	206	85	170	377	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1703	53	93	1852	192	99	206	85	170	377	188
LANE	1 0 1	0 1	0	1 0 2	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: 926 B: 93

EastBound A: 283 B: 170

WestBound A: 206 B: 99

NorthBound A: 878 B: 183

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 = (183 + 926 + 99 + 283) / *1500 = 0.924 LOS = E

0.894 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: LINCOLN BL I/S No: 19780

AM/PM: PM Comments: INT# 51

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	2961	0	0	1699	2587	0	2495	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2961	0	0	1699	2587	0	2495	0
LANE	0 0 0	0 0 0		0 0 4	0 0	0	0 0 4	0 0	3 0	0 0 4	0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 740 B: 0

EastBound A: 624 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 = B(W/B) + A(E/B)

V/C = (0 + 740 + 0 + 624) / *1500 = 0.839 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: TEALE ST (HUGHES WAY) I/S No: 20255

AM/PM: PM Comments: INT# 52

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	3927	730	202	2919	0	768	0	114	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3927	730	202	2919	0	768	0	114	0	0	0
LANE	0 0 3	0 1		1 0 2	0 4	0	0 0 0	0	2 0	0 0 0	0 1	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 730 B: 111

EastBound A: 0 B: 0

WestBound A: 58 B: 284

NorthBound A: 982 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 = (982 + 111 + 284 + 0) / *1425 = 0.896 LOS = D

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0.806

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: VENICE BL | I/S No: 20790

AM/PM: PM | Comments: INT# 53

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	247	1779	157	295	1778	80	374	871	245	157	924	197
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	1779	157	295	1778	80	374	871	245	157	924	197
LANE	2	0	1	0	1	0	0	2	0	1	0	0	2	0	2	0	0	1	0	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: 929 B: 182
EastBound A: 308 B: 85
WestBound A: 436 B: 295
NorthBound A: 968 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 = A(N/B) + B(S/B)
West/East Critical Movements = A(W/B) + B(E/B)

V/C = (968 + 182 + 436 + 85) / *1375 = 1.131 LOS = F

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1:11

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL | W/E: WASHINGTON BL | I/S No: 20800

AM/PM: PM | Comments: INT# 54

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	713	1920	331	350	1829	259	414	930	289	148	1089	769
AMBIENT												
RELATED												
PROJECT												
TOTAL	713	1920	331	350	1829	259	414	930	289	148	1089	769
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	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: 596 B: 193
EastBound A: 573 B: 81
WestBound A: 455 B: 228
NorthBound A: 756 B: 392

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 = (392 + 596 + 228 + 573) / *1375 = 1.304 LOS = F

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1:274

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: ROSE AV | I/S No: 20960

AM/PM: PM | Comments: INT# 55

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	547	243	77	885	46	182	166	96	10	195	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	547	243	77	885	46	182	166	96	10	195	79
LANE	1	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	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: 931 B: 77
EastBound A: 284 B: 10
WestBound A: 444 B: 182
NorthBound A: 398 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 = B(N/B) + A(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

V/C = (123 + 931 + 182 + 284) / *1500 = 0.943 LOS = E

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6:913

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: MANCHESTER AV | I/S No: 20360

AM/PM: PM | Comments: INT# 56

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	598	105	227	729	42	87	25	189	55	17	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	598	105	227	729	42	87	25	189	55	17	32
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Perm	RTOR: Auto		Prot-Fix	RTOR: Auto		Split	RTOR: Auto		Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 386 B: 227
EastBound A: 32 B: 55
WestBound A: 75 B: 87
NorthBound A: 299 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) + B(E/B)

V/C = (299 + 227 + 87 + 55) / *1375 = 0.416 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANCHESTER AV I/S No: 20200

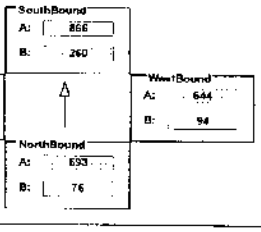
AM/PM: PM Comments: INT# 57

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	2662	109	473	2597	331	94	739	548	422	1095	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	2662	109	473	2597	331	94	739	548	422	1095	93
LANE	1 0 3	0 1	0	2 0 3	0 1	0	1 0 1	0 1	0	2 0 2	0 1	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



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 = (693 + 260 + 644 + 232) / 1375 = 1.269 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARIPOSA AV I/S No: 99326

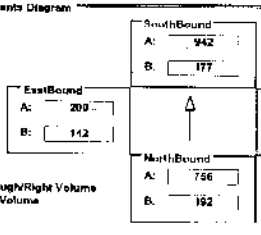
AM/PM: PM Comments: INT# 58

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	3025	179	322	3616	153	232	248	342	142	121	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	3025	179	322	3616	153	232	248	342	142	121	79
LANE	1 0 4	0 1	0	2 0 3	0 1	0	1 0 1	0 1	0	1 0 0	0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (192 + 942 + 232 + 200) / 1426 = 1.099 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 19770

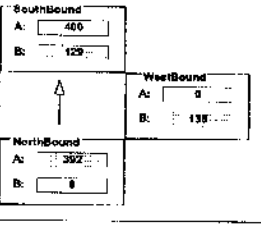
AM/PM: PM Comments: INT# 59

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	784	322	129	799	0	364	0	120	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	784	322	129	799	0	364	0	120	0	0	0
LANE	0 0 2	0 0 2	0	1 0 2	0 0	0	2 0 0	0 1	1	0 0 0	0 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

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 = (392 + 129 + 135 + 0) / 1425 = 0.390 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: PLAYA ST/JEFFERSON BL I/S No: 99252

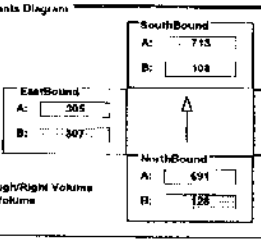
AM/PM: PM Comments: INT# 60

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	128	1783	291	108	2138	543	254	552	253	558	579	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	1783	291	108	2138	543	254	552	253	558	579	31
LANE	1 0 2	0 1	0	1 0 2	0 1	0	2 0 2	0 1	0	2 0 1	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



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 = (128 + 713 + 268 + 367) / 1376 = 0.960 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: ROSECRANS AV I/S No: 99328

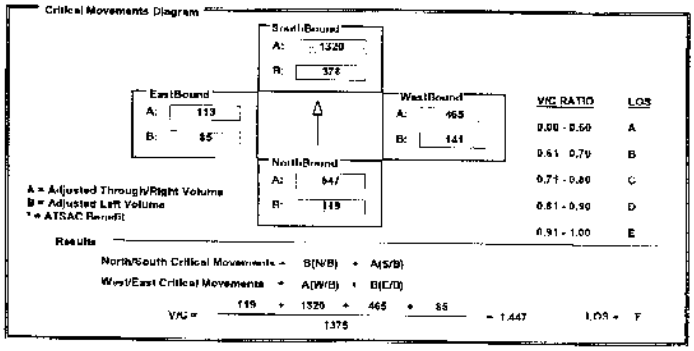
AM/PM: PM Comments: INT# 61

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	217	2189	337	687	3959	297	258	591	654	154	338	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	2189	337	687	3959	297	258	591	654	154	338	152
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: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



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 = (119 + 1320 + 465 + 85) / 1375 = 1.447 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: VENICE BL I/S No: 98170

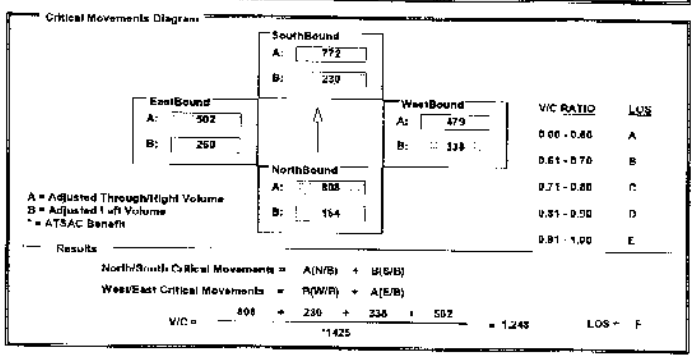
AM/PM: PM Comments: INT# 62

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	164	656	152	230	1276	267	338	1437	350	260	1506	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	656	152	230	1276	267	338	1437	350	260	1506	154
LANE	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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 = (808 + 230 + 338 + 502) / *1425 = 1.248 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-105 WB OFF RAMP I/S No: 91001

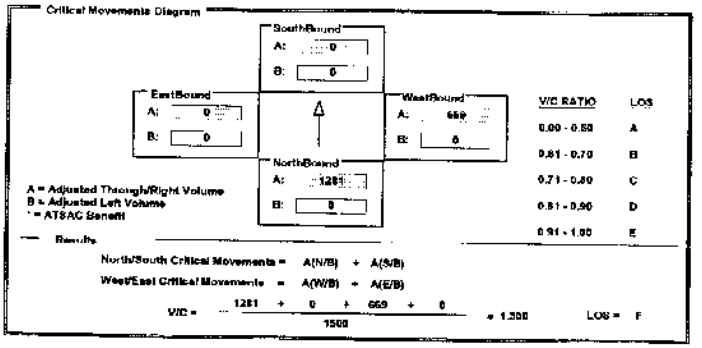
AM/PM: PM Comments: INT# 63

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	3842	0	0	0	0	0	0	1809	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3842	0	0	0	0	0	0	1809	0	0	0
LANE	0	0	3	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
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = (1281 + 0 + 669 + 0) / 1500 = 1.380 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 77TH ST/78TH ST I/S No: 19860

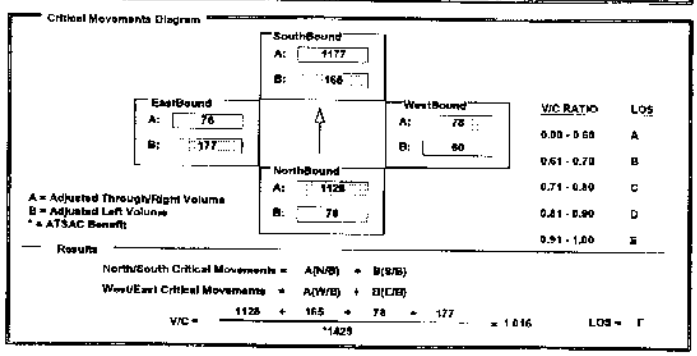
AM/PM: PM Comments: INT# 64

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	70	3342	42	165	3531	368	60	82	78	321	76	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	3342	42	165	3531	368	60	82	78	321	76	63
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	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



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 = (1128 + 165 + 78 + 177) / *1429 = 1.016 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 98268

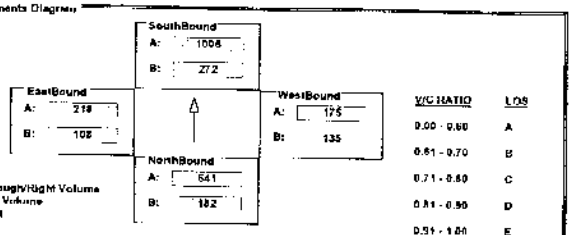
AM/PM: PM Comments: INT# 65

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	331	1853	71	494	1961	51	246	346	311	108	436	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	331	1853	71	494	1961	51	246	346	311	108	436	194
LANE	2	0	2	0	1	0	2	0	1	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



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 = (182 + 1006 + 135 + 218) / *1375 = 1.051 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: VENICE BL I/S No: 90172

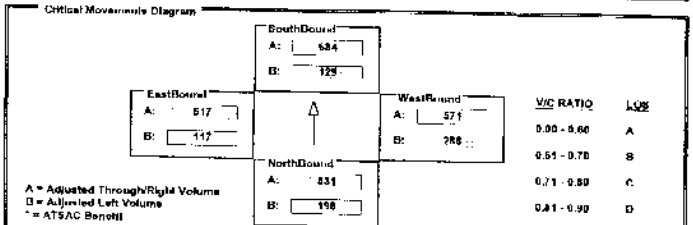
AM/PM: PM Comments: INT# 65

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	198	1661	464	129	1368	197	288	1714	210	117	1552	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1661	464	129	1368	197	288	1714	210	117	1552	193
LANE	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (831 + 129 + 288 + 517) / *1425 = 1.169 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: FAIRFAX AV I/S No: 99158

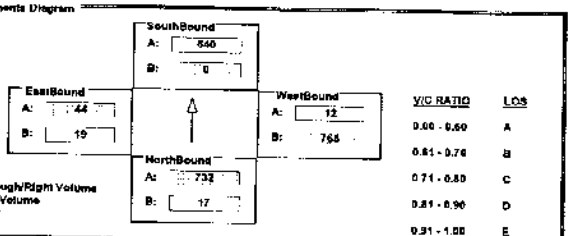
AM/PM: PM Comments: INT# 67

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	1464	1850	0	1919	1	1390	3	9	19	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1464	1850	0	1919	1	1390	3	9	19	0	25
LANE	1	0	2	0	0	2	0	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = (732 + 0 + 765 + 44) / *1500 = 0.967 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BL W/E: 96TH ST I/S No: 19450

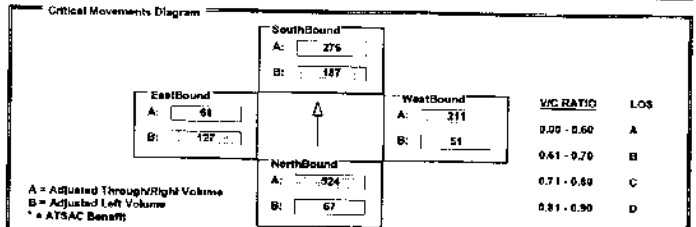
AM/PM: PM Comments: INT# 68

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	87	1047	124	187	827	207	51	86	211	231	68	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	1047	124	187	827	207	51	86	211	231	68	56
LANE	1	0	2	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

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 = (524 + 187 + 211 + 127) / *1375 = 0.693 LOS = B

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALLA RD W/E: JEFFERSON BL I/S No: 19915

AM/PM: PM Comments: INT# 69

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	175	0	208	146	0	142	133	1378	58	118	921	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	0	208	146	0	142	133	1378	58	118	921	114
LANE	1 0 1	0 0 1	0	2 0 0	0 1	0	1 0 3	0 0 1	0	1 0 3	0 1	0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 71 B: 88

EastBound A: 259 B: 118

WestBound A: 459 B: 133

NorthBound A: 141 B: 175

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 = (175 + 71 + 459 + 118) / *1375 = 0.525 LOS = A

CCC ATCS

0.499

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BEETHOVEN ST W/E: JEFFERSON BL I/S No: 19913

AM/PM: PM Comments: INT# 70

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	0	119	0	1547	49	14	1357	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	0	119	0	1547	49	14	1357	0
LANE	0 0 0	0 0 0	0	1 0 0	0 0 1	0	0 0 2	0 1	0	1 0 4	0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 204 B: 204

EastBound A: 339 B: 14

WestBound A: 532 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 = (0 + 204 + 532 + 14) / *1600 = 0.430 LOS = A

CCC ATCS

0.4

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: BROOKS AV/ABBOT KINNEY BL I/S No: 99142

AM/PM: PM Comments: INT# 71

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	49	382	43	744	725	35	19	117	466	21	176	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	382	43	744	725	35	19	117	466	21	176	28
LANE	1 0 1	0 1	0	1 0 1	0 1	0	0 1 0	0 0 1	0	0 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: 380 B: 744

EastBound A: 225 B: 21

WestBound A: 466 B: 19

NorthBound A: 213 B: 43

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 = (213 + 744 + 466 + 21) / *1800 = 0.833 LOS = D

CCC ATCS

0.863

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: OCEAN PARK BL I/S No: 99206

AM/PM: PM Comments: INT# 72

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	418	1089	180	43	1622	268	137	807	23	129	706	934
AMBIENT												
RELATED												
PROJECT												
TOTAL	418	1089	180	43	1622	268	137	807	23	129	706	934
LANE	1 0 1	0 1 0	0	1 0 2	0 0 1	0	1 0 1	0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 811 B: 43

EastBound A: 726 B: 129

WestBound A: 315 B: 137

NorthBound A: 625 B: 416

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 = (416 + 811 + 137 + 726) / *1425 = 1.397 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY EB RAMPS I/S No: 20510

AM/PM: PM Comments: INT# 73

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	HT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1140	404	612	1108	0	0	0	0	84	0	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1140	404	612	1108	0	0	0	0	84	0	235
LANE	0	0	2	0	1	0	0	2	0	0	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	<none>	<none>	<none>	Split	Auto

Critical Movements Diagram

SouthBound A: 565 B: 337

EastBound A: 150 B: 84

WestBound A: 0 B: 0

NorthBound A: 515 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 = (515 + 337 + 0 + 150) / *1425 = 0.633 LOS = B

0.603 ATCS

0.603

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: MARINA FWY WB RAMPS I/S No: 20530

AM/PM: PM Comments: INT# 74

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	34	840	0	0	1495	43	212	28	414	34	0	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	840	0	0	1495	43	212	28	414	34	0	47
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	1	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: 613 B: 0

EastBound A: 51 B: 34

WestBound A: 221 B: 212

NorthBound A: 280 B: 34

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 = (34 + 513 + 221 + 51) / *1425 = 0.525 LOS = A

0.525 ATCS

0.496

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: CENTINELA AV I/S No: 99144

AM/PM: PM Comments: INT# 75

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	109	0	8	0	1741	223	0	2759	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	109	0	8	0	1741	223	0	2759	0
LANE	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	0	0	4	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram

SouthBound A: 59 B: 55

EastBound A: 690 B: 0

WestBound A: 655 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 = (0 + 59 + 0 + 690) / *1800 = 0.428 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: TEALE ST W/E: CENTINELA AV I/S No: 19907

AM/PM: PM Comments: INT# 76

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	218	499	159	154	6	666	1105	0	60	2044	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	218	499	159	154	6	666	1105	0	60	2044	55
LANE	1	0	2	0	1	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	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: 59 B: 159

EastBound A: 525 B: 58

WestBound A: 368 B: 365

NorthBound A: 109 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 = (109 + 159 + 368 + 525) / *1425 = 0.758 LOS = C

0.758 ATCS

0.72

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL W/E: CULVER BL I/S No: 20550

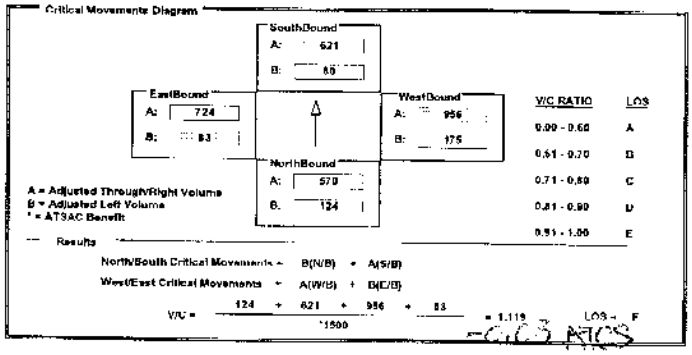
AM/PM: PM Comments: INT# 77

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	124	915	225	80	1081	161	175	1108	104	83	852	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	915	225	80	1081	161	175	1108	104	83	852	98
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 1 0	1 0 0	0 1 0	0 1 0	1 0 0	0 1 0	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



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 = (124 + 621 + 956 + 83) / 1500 = 1.119 LOS = F

-CLC3 ATCS

1089

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: NICHOLSON ST I/S No: 19919

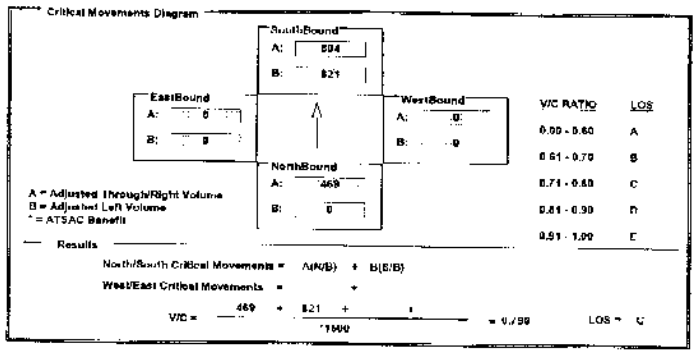
AM/PM: PM Comments: INT# 78

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	893	44	821	1607	0	33	0	732	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	893	44	821	1607	0	33	0	732	0	0	0
LANE	1 0 1	0 1 0	1 0 0	1 0 2	0 0 0	0	0 0 0	0 0	1 0	0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: <none>		Phasing: Free	RTOR: <none>					

Critical Movements Diagram



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(E/B)

West/East Critical Movements = +

V/C = (469 + 821 +) / 1500 = 0.793 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FALMOUTH AV W/E: MANCHESTER AV I/S No: 99150

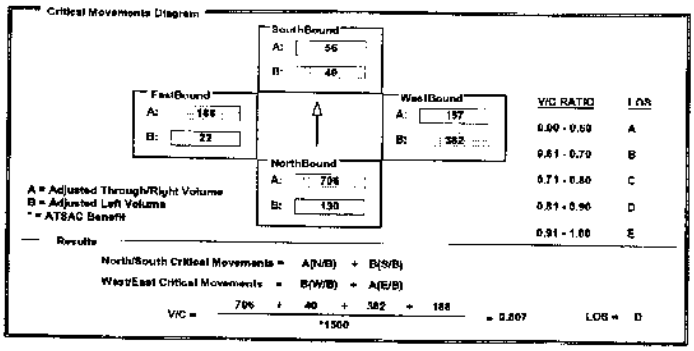
AM/PM: PM Comments: INT# 79

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	130	63	706	40	20	56	382	300	14	22	345	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	63	706	40	20	56	382	300	14	22	345	30
LANE	1 0 1	0 1 0	1 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
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (706 + 40 + 382 + 166) / 1500 = 0.807 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: MAXELLA AV I/S No: 20455

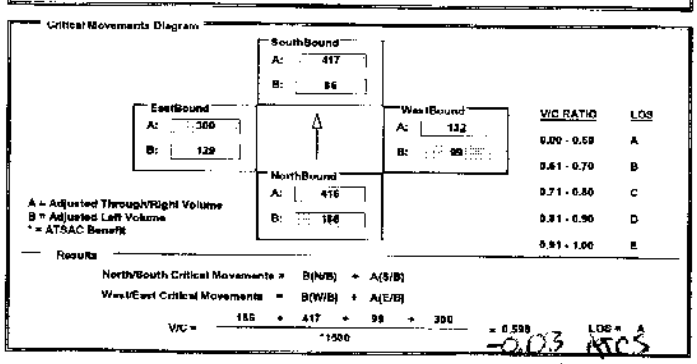
AM/PM: PM Comments: INT# 80

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	416	73	86	672	162	99	194	59	129	161	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	166	416	73	86	672	162	99	194	59	129	161	300
LANE	1 0 1	0 1 0	1 0	1 0 1	0 1 0	1 0	1 0 1	0 1 0	1 0	1 0 1	0 1 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (166 + 417 + 99 + 300) / 1500 = 0.598 LOS = A

-2003 ATCS

0568

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: HUGHES TER I/S No: 20253

AM/PM: PM Comments: INT# 81

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	4501	148	127	3382	0	174	0	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4501	148	127	3382	0	174	0	165	0	0	0
LANE	0	0	4	0	1	0	2	0	4	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Ltr	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 846 B: 70

EastBound A: 0 B: 0

WestBound A: 78 B: 118

NorthBound A: 1125 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 = (1125 + 70 + 118 + 0) / *1425 = 0.848 LOS = D

ICU3 ATCS

0.818

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD BL/CENTINELA AV W/E: JEFFERSON BL I/S No: 20545

AM/PM: PM Comments: INT# 82

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	469	612	117	173	780	218	166	1034	135	216	1388	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	469	612	117	173	780	218	166	1034	135	216	1388	0
LANE	2	1	0	0	1	0	0	1	0	0	2	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 390 B: 173

EastBound A: 463 B: 216

WestBound A: 390 B: 166

NorthBound A: 365 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) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (365 + 390 + 166 + 463) / *1425 = 0.901 LOS = E

ICU3 ATCS

0.871

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: McCONNELL AV W/E: JEFFERSON BL I/S No: 19914

AM/PM: PM Comments: INT# 83

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	9	38	133	4	61	67	1509	23	19	1590	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	9	38	133	4	61	67	1509	23	19	1590	98
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	2	0	1	0	0	1	0	3	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: 65 B: 133

EastBound A: 422 B: 19

WestBound A: 511 B: 67

NorthBound A: 24 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (123 + 65 + 511 + 19) / *1500 = 0.409 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MESMER AV W/E: JEFFERSON BL I/S No: 19900

AM/PM: PM Comments: INT# 84

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	119	329	101	74	12	320	1308	60	36	1291	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	119	329	101	74	12	320	1308	60	36	1291	123
LANE	1	0	1	0	0	2	0	1	0	0	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	4	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Plt	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 86 B: 191

EastBound A: 471 B: 36

WestBound A: 456 B: 376

NorthBound A: 119 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 = B(W/B) + A(E/B)

V/C = (119 + 191 + 376 + 471) / *1425 = 0.838 LOS = A

ICU3 ATCS

0.838

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WESTLAWN AV W/E: JEFFERSON BL I/S No: 19912

AM/PM: PM Comments: INT# 85

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	95	0	226	316	0	88	177	1394	126	37	1533	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	0	226	316	0	88	177	1394	126	37	1533	64
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	1	0	0	1	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: 88 B: 316

EastBound A: 399 B: 37

WestBound A: 507 B: 177

NorthBound A: 113 B: 95

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(T/B)

V/C = (113 + 316 + 177 + 399) / *1500 = 0.609 LOS = A

Developed by Chun Wong, 1994

0.577

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: LOYOLA BL I/S No: 99164

AM/PM: PM Comments: INT# 86

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	158	2984	0	0	2408	280	0	0	0	219	0	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	2984	0	0	2408	280	0	0	0	219	0	95
LANE	1	0	4	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 898 B: 0

EastBound A: 95 B: 120

WestBound A: 0 B: 0

NorthBound A: 746 B: 158

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 = (158 + 898 + 0 + 120) / *1500 = 0.713 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY EB RAMPS I/S No: 20450

AM/PM: PM Comments: INT# 87

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	692	885	500	1096	0	0	0	0	42	1215	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	692	885	500	1096	0	0	0	0	42	1215	17
LANE	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 648 B: 375

EastBound A: 515 B: 42

WestBound A: 0 B: 0

NorthBound A: 519 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 = (519 + 375 + 0 + 515) / *1425 = 0.919 LOS = E

Developed by Chun Wong, 1994

0.889

LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: MINDANAO WY W/E: MARINA EXWY WB RAMPS I/S No: 20430

AM/PM: PM Comments: INT# 88

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	39	698	0	0	949	74	646	1080	466	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	698	0	0	949	74	646	1080	466	0	0	0
LANE	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 375 B: 0

EastBound A: 0 B: 0

WestBound A: 575 B: 575

NorthBound A: 466 B: 39

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 = (466 + 0 + 575 + 0) / *1425 = 0.891 LOS = D

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0.631

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INTERSECTION DATA SUMMARY SHEET

N/S: PACIFIC AV W/E: WASHINGTON BL I/S No: 20850

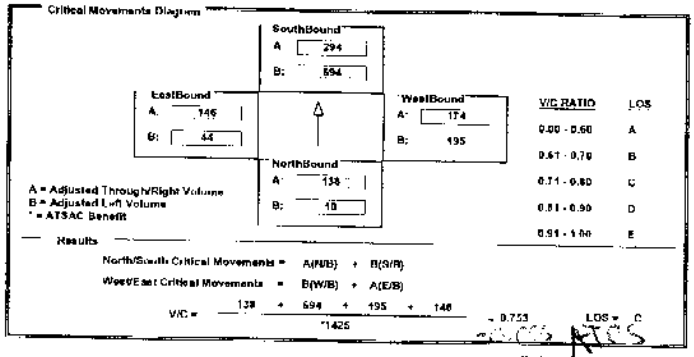
AM/PM: PM Comments: INT# 89

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	10	128	92	894	263	31	195	78	521	44	85	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	128	92	894	263	31	195	78	521	44	85	17
LANE	0 1 0	0 1 0		1 0 0	0 1 0		1 0 0	0 1 0		0 1 0	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (138 + 894 + 195 + 146) / *1425 = 0.753 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: WASHINGTON BL I/S No: 92000

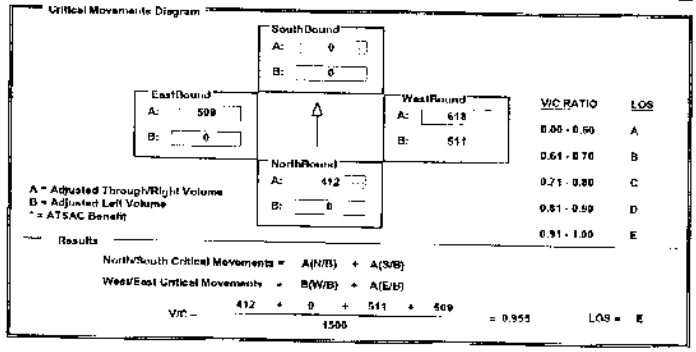
AM/PM: PM Comments: INT# 90

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	412	0	0	0	511	1236	0	0	1017	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	412	0	0	0	511	1236	0	0	1017	294
LANE	0 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: SplR	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (412 + 0 + 511 + 509) / 1500 = 0.955 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 80TH ST/79TH ST I/S No: 19850

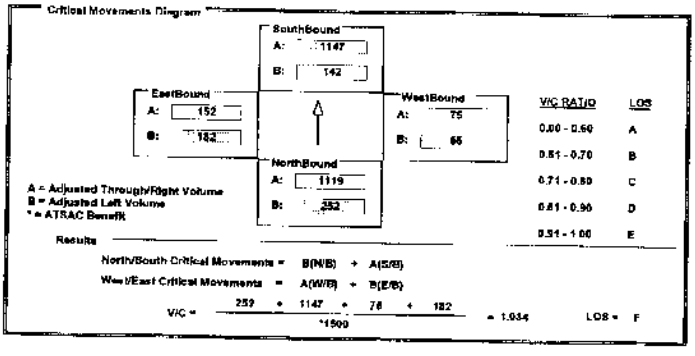
AM/PM: PM Comments: INT# 91

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	3358	54	142	3442	230	55	54	41	182	89	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	3358	54	142	3442	230	55	54	41	182	89	152
LANE	1 0 3	0 1 0		1 0 3	0 1 0		0 1 0	0 1 0		1 0 1	0 0 1	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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 = (252 + 1147 + 75 + 182) / *1500 = 1.034 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: 83RD ST I/S No: 19840

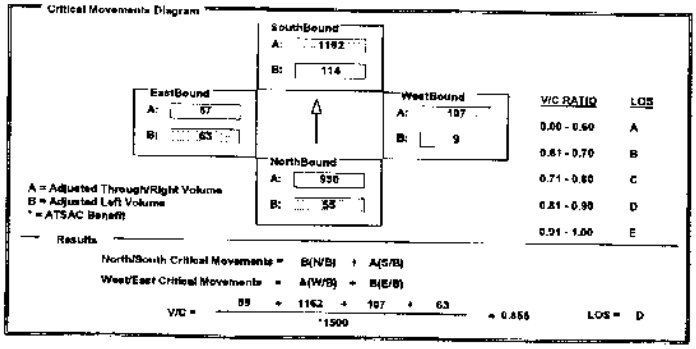
AM/PM: PM Comments: INT# 92

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	55	3688	32	114	3418	89	9	58	49	63	67	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	3688	32	114	3418	89	9	58	49	63	67	43
LANE	1 0 3	0 1 0		1 0 2	0 1 0		1 0 0	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



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 = (55 + 1162 + 107 + 63) / *1500 = 0.856 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: VENICE BL I/S No: 20780

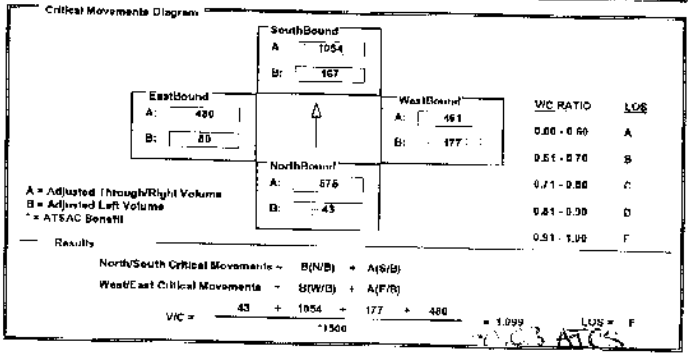
AM/PM: PM Comments: INT# 93

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	43	463	69	187	800	87	177	1379	5	80	1360	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	463	69	187	800	87	177	1379	5	80	1360	81
LANE	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	0	1	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



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	F

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(F/B)

V/C = (43 + 1054 + 177 + 480) / 1500 = 1.099 LOS = F

1.099

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INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/VIA MARINA W/E: WASHINGTON BL I/S No: 92001

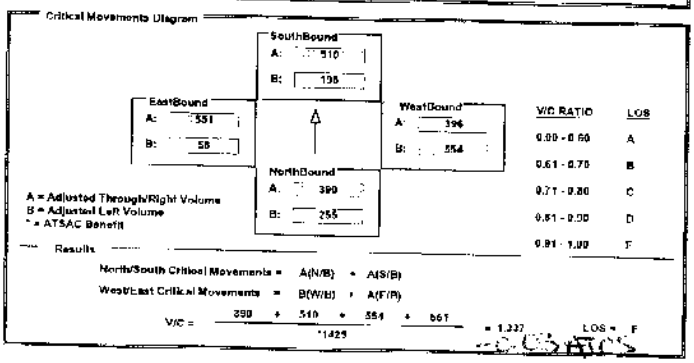
AM/PM: PM Comments: INT# 94

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	464	297	390	198	460	50	554	609	182	58	763	338
AMBIENT												
RELATED												
PROJECT												
TOTAL	464	297	390	198	460	50	554	609	182	58	763	338
LANE	2	0	1	0	1	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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	F

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(F/B)

V/C = (399 + 510 + 554 + 551) / 1425 = 1.237 LOS = F

1.307

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INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: SLAUSON AV I/S No: 99214

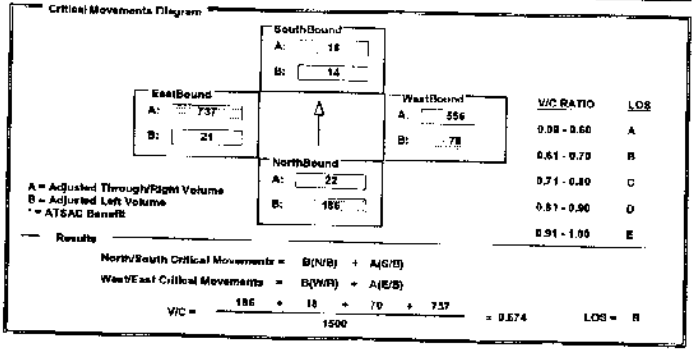
AM/PM: PM Comments: INT# 95

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	338	1	43	14	0	4	128	1658	10	21	2212	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	338	1	43	14	0	4	128	1658	10	21	2212	132
LANE	2	0	0	1	1	0	0	0	1	0	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (186 + 18 + 78 + 737) / 1500 = 0.674 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: BRISTOL PKWY W/E: CENTINELA AV I/S No: 99212

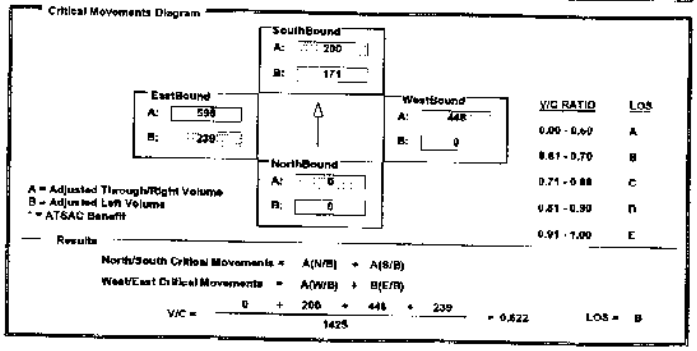
AM/PM: PM Comments: INT# 96

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	311	0	320	0	896	248	239	1191	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	311	0	320	0	896	248	239	1191	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

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) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 280 + 448 + 239) / 1425 = 0.622 LOS = B

Developed by Chun Wong, 1994

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INTERSECTION DATA SUMMARY SHEET

N/S: BUCKINGHAM PKWY W/E: SLAUSON AV I/S No: 99216

AM/PM: PM Comments: INT# 97

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	17	492	124	31	97	195	1622	45	20	1680	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	17	492	124	31	97	195	1622	45	20	1680	178
LANE	1	0	0	0	1	1	0	1	0	0	0	1	1	0	2	0	2	0	1	0	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot Fix	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 64 B: 124

EastBound A: 627 B: 11

WestBound A: 856 B: 107

NorthBound A: 255 B: 48

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

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (255 + 124 + 107 + 627) / 1425 = 0.781 LOS = C

Development by Chun Wong, 12/94

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INTERSECTION DATA SUMMARY SHEET

N/S: GREEN VALLEY CIR W/E: CENTINELA AV I/S No: 99218

AM/PM: PM Comments: INT# 98

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	482	0	64	0	1054	337	77	1485	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	482	0	64	0	1054	337	77	1485	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram

SouthBound A: 64 B: 265

EastBound A: 743 B: 77

WestBound A: 595 B: 0

NorthBound A: 0 B: 0

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

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 456 + 595 + 77) / 1500 = 0.692 LOS = B

Development by Chun Wong, 12/94

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JUN 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: WASHINGTON PL I/S No: 99148

AM/PM: PM Comments: INT# 89

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	114	1158	186	160	1559	258	261	830	114	190	823	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	114	1158	186	160	1559	258	261	830	114	190	823	102
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	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: 780 B: 160

EastBound A: 463 B: 198

WestBound A: 416 B: 261

NorthBound A: 579 B: 114

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

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (114 + 780 + 261 + 463) / *1600 = 1.009 LOS = F

-0.03 ATCS

0.979

LOS = E

Development by Chun Wong, 12/94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: CULVER BL I/S No: 99279

AM/PM: PM Comments: INT# 100

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	1093	194	200	1008	190	260	750	206	202	621	222
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1093	194	200	1008	190	260	750	206	202	621	222
LANE	2	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	1	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: Auto				

Critical Movements Diagram

SouthBound A: 593 B: 110

EastBound A: 311 B: 202

WestBound A: 478 B: 260

NorthBound A: 644 B: 68

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

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (644 + 110 + 478 + 202) / *1375 = 0.973 LOS = E

Development by Chun Wong, 12/94

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CULVER BL I/S No: 99222

AM/PM: PM Comments: INT# 101

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	1134	38	72	1545	207	111	958	272	221	831	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	1134	38	72	1545	207	111	958	272	221	831	206
LANE	2	0	2	0	1	0	1	0	2	0	1	0	1	0	2	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: 773 B: 77

EastBound A: 416 B: 122

WestBound A: 419 B: 111

NorthBound A: 567 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (53 + 773 + 416 + 122) / *1375 = 0.918 LOS = E

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: CULVER BL I/S No: 99224

AM/PM: PM Comments: INT# 102

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	56	353	225	139	1127	364	109	1022	340	63	1096	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	353	225	139	1127	364	109	1022	340	63	1096	143
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	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: 746 B: 138

EastBound A: 413 B: 68

WestBound A: 661 B: 189

NorthBound A: 269 B: 56

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 = (56 + 746 + 661 + 63) / *1375 = 1.054 LOS = F

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: GLENCOE AV W/E: WASHINGTON BL I/S No: 93000

AM/PM: PM Comments: INT# 103

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	125	294	229	139	108	316	1150	426	47	1588	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	125	294	229	139	108	316	1150	426	47	1588	228
LANE	1	1	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	1	0	1	0	2	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: 184 B: 184

EastBound A: 794 B: 47

WestBound A: 575 B: 316

NorthBound A: 156 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 = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (156 + 184 + 316 + 794) / *1375 = 0.986 LOS = E

-0.03 ATCS

0.956

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: PLAYA ST I/S No: 99230

AM/PM: PM Comments: INT# 104

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	212	0	553	0	0	0	723	834	0	0	844	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	0	553	0	0	0	723	834	0	0	844	85
LANE	2	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot Plx	RTOR: <none>	Phasing: Prot-Plx	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 465 B: 0

WestBound A: 417 B: 398

NorthBound A: 354 B: 117

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 = (354 + 0 + 398 + 465) / *1425 = 0.784 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HANNUM AV W/E: SLAUSON AV I/S No: 99232

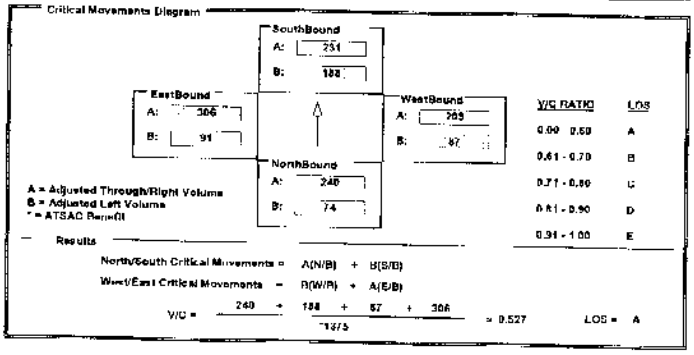
AM/PM: PM Comments: INT# 105

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	135	479	237	341	410	51	159	609	293	91	770	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	479	237	341	410	51	159	609	293	91	770	148
LANE	2	0	2	0	0	1	0	2	0	1	0	1	0	2	0	3	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Free	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (240 + 188 + 87 + 306) / 1375 = 0.527 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: SLAUSON AV I/S No: 99242

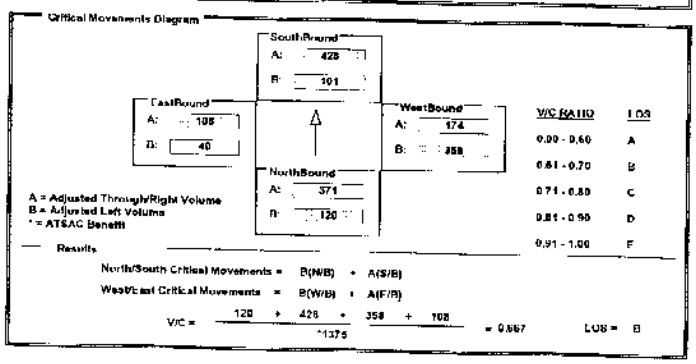
AM/PM: PM Comments: INT# 106

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	120	1114	506	101	1146	138	850	97	77	40	108	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1114	506	101	1146	138	850	97	77	40	108	157
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (120 + 428 + 358 + 108) / 1375 = 0.667 LOS = B

Developed by Chun Wong 12:04

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MARINA FWY W/E: SLAUSON AV I/S No: 99244

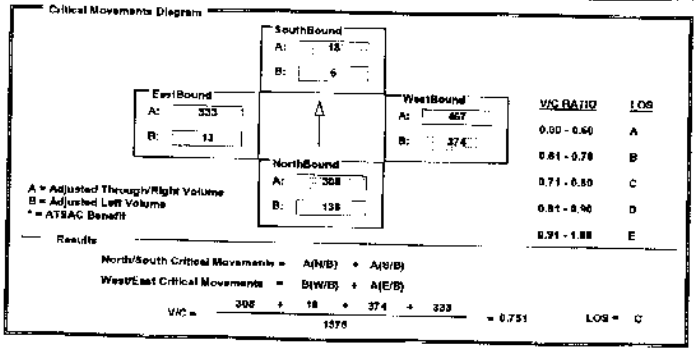
AM/PM: PM Comments: INT# 107

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	3	1241	8	5	13	1012	934	7	13	998	448
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	3	1241	8	5	13	1012	934	7	13	998	448
LANE	1	1	0	0	0	2	0	1	0	0	0	1	0	0	3	0	2	0	0	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Free				

Critical Movements Diagram



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 = (308 + 18 + 374 + 333) / 1375 = 0.751 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: REDWOOD AV W/E: WASHINGTON BL I/S No: 99210

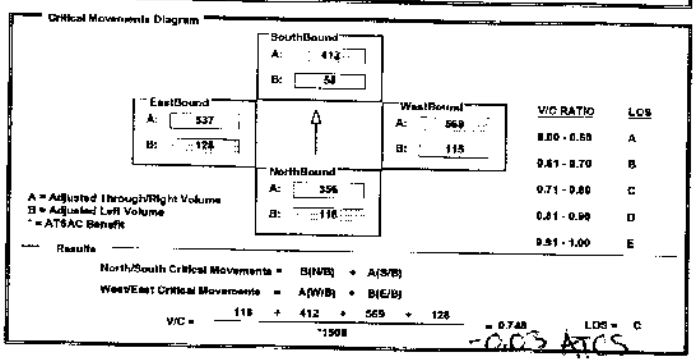
AM/PM: PM Comments: INT# 108

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	163	75	58	271	83	115	1137	71	128	1073	136
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	163	75	58	271	83	115	1137	71	128	1073	136
LANE	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	2	0	0	1	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



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 = (118 + 412 + 569 + 128) / 1500 = 0.748 LOS = C

-0.03 ATCS

0.718

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: OCEAN PARK BL I/S No: 99306

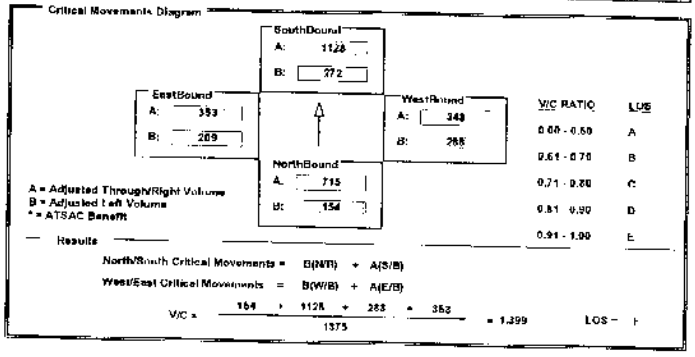
AM/PM: PM Comments: INT# 109

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	154	1429	127	272	2041	215	288	804	82	209	617	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1429	127	272	2041	215	288	804	82	209	617	89
LANE	1	2	0	1	1	0	1	1	0	1	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{154 + 1128 + 288 + 353}{1375} = 1.399 \quad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: OCEAN PARK BL I/S No: 99312

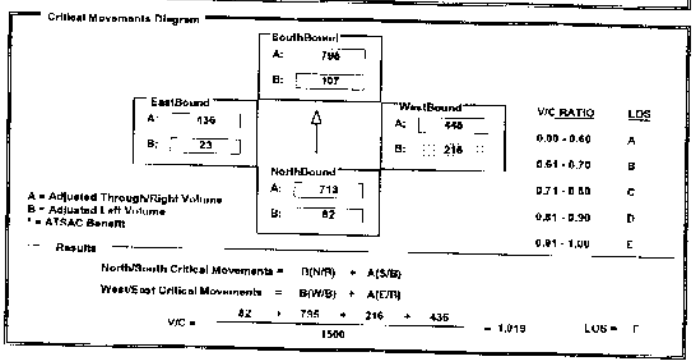
AM/PM: PM Comments: INT# 110

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	82	564	149	107	795	52	216	445	104	23	436	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	564	149	107	795	52	216	445	104	23	436	101
LANE	1	0	0	1	0	0	1	1	0	1	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{82 + 795 + 216 + 436}{1500} = 1.019 \quad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: NEILSON WAY W/E: OCEAN PARK BL I/S No: 99314

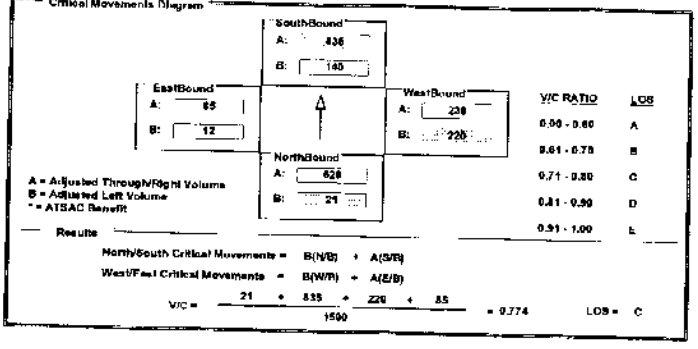
AM/PM: PM Comments: INT# 111

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	1121	135	140	1324	345	220	125	113	12	73	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	1121	135	140	1324	345	220	125	113	12	73	24
LANE	1	0	1	0	1	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



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{21 + 835 + 220 + 85}{1500} = 0.774 \quad LOS = C$$

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: RALI WAY I/S No: 99178

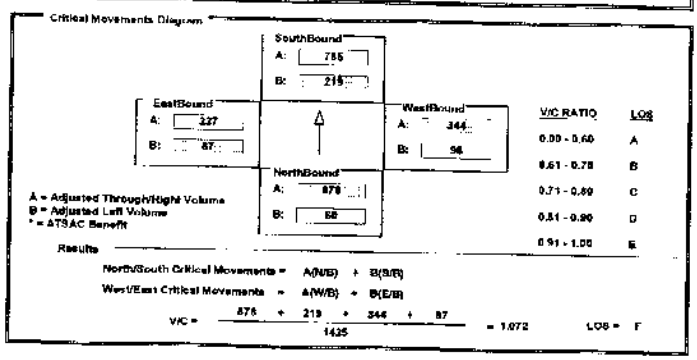
AM/PM: PM Comments: INT# 112

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	60	1509	247	398	1499	71	96	103	585	87	177	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1509	247	398	1499	71	96	103	585	87	177	50
LANE	1	0	1	0	1	0	2	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{876 + 215 + 344 + 87}{1425} = 1.072 \quad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: FIJI WAY I/S No: 99180

AM/PM: PM Comments: INT# 113

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	892	0	249	0	233	630	294	228	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	892	0	249	0	233	630	294	228	0
LANE	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 491

EastBound A: 114 B: 294

WestBound A: 233 D: 0

NorthBound A: 0 D: 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 = (0 + 491 + 233 + 294) / 1500 = 0.679 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ADMIRALTY WAY W/E: MINDANAO WAY I/S No: 99182

AM/PM: PM Comments: INT# 114

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	26	1008	203	526	1081	67	285	135	639	52	114	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1008	203	526	1081	67	285	135	639	52	114	68
LANE	1	0	1	0	1	0	2	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 574 B: 289

EastBound A: 182 B: 52

WestBound A: 494 B: 200

NorthBound A: 606 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 = A(W/B) + A(E/B)

V/C = (606 + 289 + 494 + 182) / 1375 = 1.143 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PALAWAN WAY W/E: ADMIRALTY WAY I/S No: 99184

AM/PM: PM Comments: INT# 115

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	45	145	218	418	158	264	234	1442	180	191	1341	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	145	218	418	158	264	234	1442	180	191	1341	38
LANE	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	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: 264 B: 418

EastBound A: 690 B: 454

WestBound A: 811 B: 234

NorthBound A: 227 B: 45

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 = (227 + 418 + 811 + 191) / 1500 = 1.056 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VIA MARINA W/E: ADMIRALTY WAY I/S No: 99186

AM/PM: PM Comments: INT# 116

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	564	911	638	745	0	1214	0	534	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	564	911	638	745	0	1214	0	534	0	0	0
LANE	0	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 248 B: 638

EastBound A: 0 B: 0

WestBound A: 0 B: 668

NorthBound A: 282 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 = (282 + 638 + 668 + 0) / 1425 = 1.114 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: PICO BL | I/S No: 99198

AM/PM: PM | Comments: INT# 117

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	357	393	229	386	73	376	517	47	52	539	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	357	393	229	386	73	376	517	47	52	539	116
LANE	1	0	1	0	1	0	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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 330 B: 229

EastBound A: 329 B: 52

WestBound A: 282 B: 376

NorthBound A: 393 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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (393 + 229 + 376 + 328) / 1375 = 0.964 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV/NEILSON WAY | W/E: PICO BL | I/S No: 99316

AM/PM: PM | Comments: INT# 118

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	1038	174	301	1559	63	333	133	234	87	187	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	1038	174	301	1559	63	333	133	234	87	187	48
LANE	1	0	2	0	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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 811 B: 166

EastBound A: 118 B: 87

WestBound A: 133 B: 333

NorthBound A: 519 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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (27 + 811 + 333 + 118) / 1425 = 0.905 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: MAPLE AV | I/S No: 99310

AM/PM: PM | Comments: INT# 119

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	3205	79	91	3667	64	271	94	268	79	51	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	3205	79	91	3667	64	271	94	268	79	51	116
LANE	1	0	3	0	1	0	1	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 933 B: 91

EastBound A: 387 B: 79

WestBound A: 222 B: 271

NorthBound A: 821 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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (169 + 933 + 271 + 167) / 1425 = 1.081 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL | W/E: GRAND AV | I/S No: 99332

AM/PM: PM | Comments: INT# 120

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	242	2552	209	235	3432	217	360	212	439	349	138	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	2552	209	235	3432	217	360	212	439	349	138	179
LANE	1	0	4	0	0	1	0	1	0	3	0	1	0	0	1	1	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: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 912 B: 235

EastBound A: 179 B: 349

WestBound A: 321 B: 191

NorthBound A: 638 B: 242

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 = (242 + 912 + 321 + 349) / 1375 = 1.327 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MARINE AV I/S No: 99334

AM/PM: PM Comments: INT# 121

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	124	1720	143	351	3251	169	270	340	321	294	154	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	1720	143	351	3251	169	270	340	321	294	154	61
LANE	1 0 2	0 1 0	0	2 0 3	0 0 1	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1084 B: 193

EastBound A: 108 B: 294

WestBound A: 340 B: 270

NorthBound A: 621 B: 424

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 = (124 + 1084 + 340 + 294) / 1375 = 1.340 LOS = F

Developed by Chun Wong, 12/04

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: MANHATTAN BEACH BL I/S No: 99336

AM/PM: PM Comments: INT# 122

COUNT DATE: STUDY DATE: GROWTH FACTOR: 1

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	193	1620	157	246	3109	194	235	678	247	219	570	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	1620	157	246	3109	194	235	678	247	219	570	193
LANE	1 0 2	0 1 0	0	2 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 1101 B: 136

EastBound A: 285 B: 219

WestBound A: 339 B: 235

NorthBound A: 502 B: 153

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 = (193 + 1101 + 339 + 219) / 1476 = 1.347 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: SHORT AV I/S No: 20480

AM/PM: PM Comments: INT# 123

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	140	1184	0	0	1516	105	0	0	0	179	0	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1184	0	0	1516	105	0	0	0	179	0	214
LANE	1 0 2	0 0 0		0 0 1	0 1 0	0	0 0 0	0 0 0	0	1 0 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 811 B: 0

EastBound A: 214 B: 179

WestBound A: 0 B: 0

NorthBound A: 562 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (140 + 811 + 0 + 214) / 1500 = 0.707 LOS = C

-2003 ATCS

0.677 LOS=B

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: PICO BL I/S No: 99308

AM/PM: PM Comments: INT# 124

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NORTHBOUND TH	NORTHBOUND RT	SOUTHBOUND LT	SOUTHBOUND TH	SOUTHBOUND RT	WESTBOUND LT	WESTBOUND TH	WESTBOUND RT	EASTBOUND LT	EASTBOUND TH	EASTBOUND RT
EXISTING	121	1338	235	182	1952	101	380	500	122	236	462	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1338	235	182	1952	101	380	500	122	236	462	146
LANE	1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0		2 0 1	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: 1927 B: 182

EastBound A: 231 B: 236

WestBound A: 311 B: 295

NorthBound A: 787 B: 121

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 = (121 + 1927 + 311 + 236) / 1975 = 1.235 LOS = F

Developed by Chun Wong, 12/04

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: WILSHIRE BL I/S No: 99320

AM/PM: PM Comments: INT# 125

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	920	293	219	629	0	477	0	457	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	920	293	219	629	0	477	0	457	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	1	0	0	0	1	1	0	0	0	0	1	1
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Prot Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 315 B: 219

EastBound A: 0 B: 0

WestBound A: 261 B: 311

NorthBound A: 460 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 = (460 + 219 + 311 + 0) / 1425 = 0.695 LOS = B

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OCEAN AV W/E: PALISADES BEACH RD RAMPS I/S No: 99318

AM/PM: PM Comments: INT# 126

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	539	910	4	4	1219	237	5	30	28	228	4	708
AMBIENT												
RELATED												
PROJECT												
TOTAL	539	910	4	4	1219	237	5	30	28	228	4	708
LANE	2	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 610 B: 4

EastBound A: 356 B: 226

WestBound A: 35 B: 8

NorthBound A: 457 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (296 + 610 + 35 + 356) / 1375 = 0.963 LOS = E

Developed by Chun Wong, 12/94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: WILSHIRE BL I/S No: 99294

AM/PM: PM Comments: INT# 127

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	341	135	160	279	83	173	1026	163	72	722	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	341	135	160	279	83	173	1026	163	72	722	233
LANE	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram

SouthBound A: 181 B: 160

EastBound A: 478 B: 72

WestBound A: 605 B: 173

NorthBound A: 238 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 = (238 + 160 + 605 + 72) / 1425 = 0.754 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: PICO BL I/S No: 99292

AM/PM: PM Comments: INT# 128

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	44	435	64	142	740	513	136	517	126	385	443	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	435	64	142	740	513	136	517	126	385	443	57
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	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: 627 B: 142

EastBound A: 256 B: 388

WestBound A: 322 B: 136

NorthBound A: 250 B: 44

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 = (44 + 627 + 322 + 385) / 1375 = 1.082 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL N I/S No: 99288

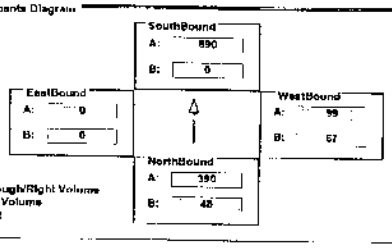
AM/PM: PM Comments: INT# 129

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	390	0	0	690	20	67	32	96	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	390	0	0	690	20	67	32	96	0	0	0
LANE	1 0 1	0 0 0	0	0 1 0	0 1 0		0 1 0	0 0 1	0	0 0 0	0 0 0	
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(E/B)

V/C = (48 + 690 + 99 + 0) / 1500 = 0.555 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: OCEAN PARK BL S I/S No: 99290

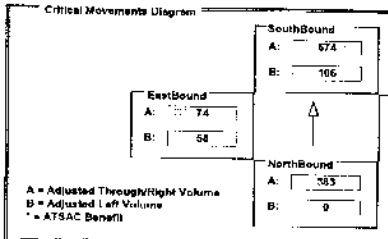
AM/PM: PM Comments: INT# 130

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	383	119	106	674	0	0	0	0	58	6	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	383	119	106	674	0	0	0	0	58	6	74
LANE	0 0 1	0 0 1	0	1 0 1	0 0 0		0 0 0	0 0 0		0 1 0	0 0 1	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

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) + A(E/B)

V/C = (0 + 674 + 0 + 74) / 1500 = 0.499 LOS = A

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL W/E: WILSHIRE BL I/S No: 99310

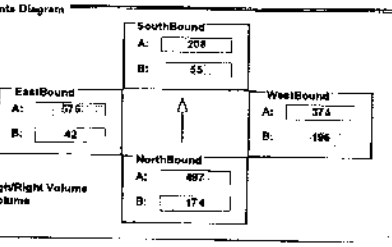
AM/PM: PM Comments: INT# 131

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	497	343	55	385	31	196	1023	98	42	1151	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	497	343	55	385	31	196	1023	98	42	1151	189
LANE	1 0 1	0 0 1	0	1 0 1	0 1 0	0	1 0 2	0 1 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



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	F

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (497 + 55 + 196 + 576) / 1500 = 0.883 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: PICO BL I/S No: 99282

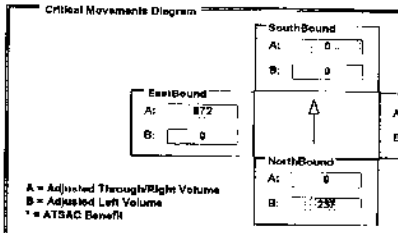
AM/PM: PK Comments: INT# 132

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	237	0	117	0	0	0	276	1207	0	0	1552	192
AMBIENT												
RELATED												
PROJECT												
TOTAL	237	0	117	0	0	0	276	1207	0	0	1552	192
LANE	1 0 0	0 0 1	0	0 0 0	0 0 0		1 0 2	0 0 0		0 0 1	0 1 0	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (237 + 0 + 276 + 872) / 1425 = 0.972 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 23RD ST W/E: OCEAN PARK BL I/S No: 99280

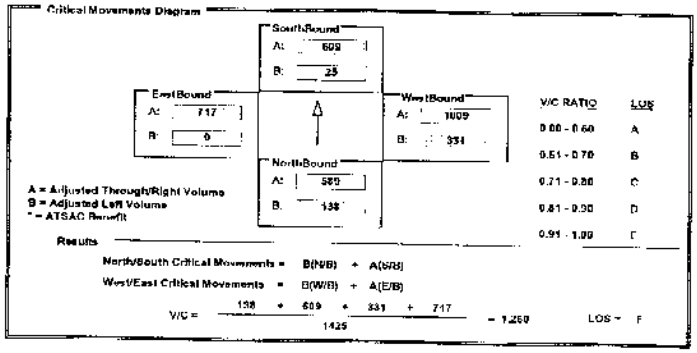
AM/PM: PM Comments: INT# 133

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	138	452	173	25	584	37	331	966	43	5	1123	311
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	452	173	25	584	37	331	966	43	5	1123	311
LANE	0 1 0	0 1 0	0	1 0	0 1 0	0	0 1 0	0 0 1	0	0 1 0	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Pmt-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (138 + 609 + 331 + 717) / 1425 = 1.269 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: PICO BL I/S No: 99302

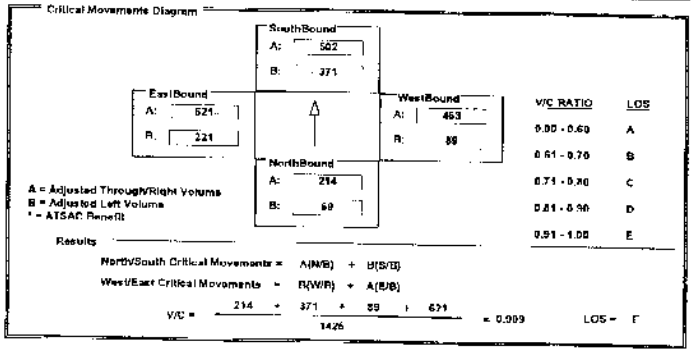
AM/PM: PM Comments: INT# 134

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	69	327	101	371	502	613	89	745	180	402	1199	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	327	101	371	502	613	89	745	180	402	1199	42
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	1	0 1 0	1 0 1	0	1 0 1	0 1 0	2
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (214 + 371 + 89 + 621) / 1425 = 0.999 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: OCEAN PARK BL I/S No: 99304

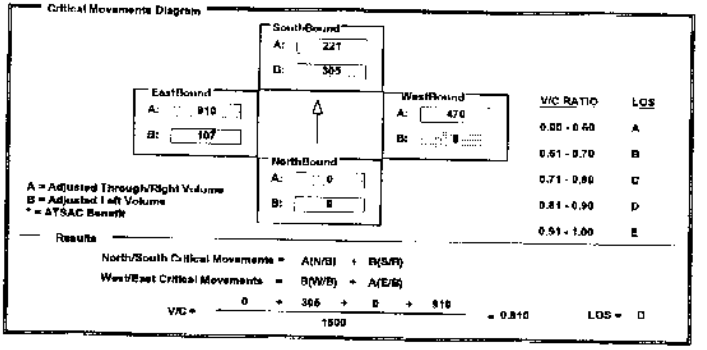
AM/PM: PM Comments: INT# 135

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	305	0	221	0	939	161	107	1177	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	305	0	221	0	939	161	107	1177	0
LANE	0 0 0	0 0 0	0	1 0 0	0 0 1	0	0 2 0	0 1 0		0 1 1	0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 396 + 8 + 910) / 1500 = 0.910 LOS = D

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 26TH ST W/E: WILSHIRE BL I/S No: 99284

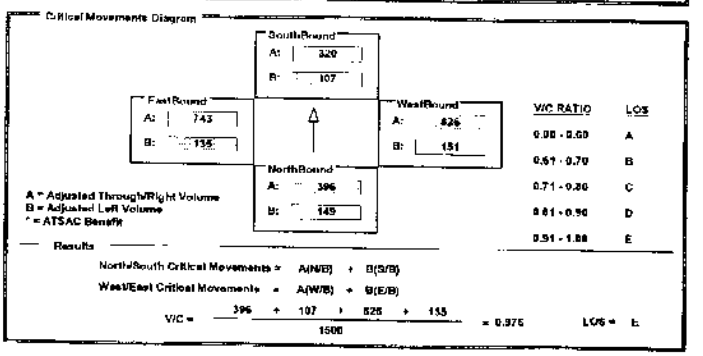
AM/PM: PM Comments: INT# 136

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	630	161	107	539	100	151	1433	219	135	1403	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	630	161	107	539	100	151	1433	219	135	1403	82
LANE	1 0 1	0 1 0	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



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 = (396 + 107 + 525 + 135) / 1500 = 0.975 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 4TH ST W/E: COLORADO AV I/S No: 99286

AM/PM: PM Comments: INT # 137

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	749	142	185	946	71	329	541	99	130	471	335
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	749	142	185	946	71	329	541	99	130	471	335
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL Phasing	Prot-Var			Prot Var			Prot-Var			Prot-Var		
SIGNAL RTOR	Auto			Auto			Auto			OLA		

Critical Movements Diagram

SouthBound A: 509 B: 186

EastBound A: 236 B: 130

WestBound A: 329 B: 329

NorthBound A: 446 B: 205

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 = (205 + 509 + 329 + 236) / 1375 = 0.939 LOS = E

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 EB ON RAMP I/S No: 99288

AM/PM: PM Comments: INT# 138

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	745	1630	1486	21	0	0	0	0	0	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	430	745	1630	1486	21	0	0	0	0	0	168
LANE	0	0	2	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
SIGNAL Phasing	Perm			Prot-Fix			<none>			Split		
SIGNAL RTOR	Auto			Auto			<none>			Free		

Critical Movements Diagram

SouthBound A: 754 B: 897

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 745 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 = (745 + 897 + 0 + 0) / 1425 = 1.152 LOS = F

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CLOVERFIELD BL W/E: I-10 WB OFF RAMP I/S No: 99100

AM/PM: PM Comments: INT# 139

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	492	0	0	2608	0	725	0	1294	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	492	0	0	2608	0	725	0	1294	0	0	0
LANE	0	0	2	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
SIGNAL Phasing	Perm			Perm			Split			<none>		
SIGNAL RTOR	<none>			<none>			Auto			<none>		

Critical Movements Diagram

SouthBound A: 652 B: 0

EastBound A: 0 B: 0

WestBound A: 712 B: 399

NorthBound A: 246 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 = (0 + 652 + 712 + 0) / 1500 = 0.909 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ALVERN ST W/E: CENTINELA AV I/S No: 99187

AM/PM: PM Comments: INT# 140

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	57	49	107	77	59	60	1039	19	101	1445	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	57	49	107	77	59	60	1039	19	101	1445	276
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0
SIGNAL Phasing	Perm			Perm			Perm			Perm		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram

SouthBound A: 243 B: 107

EastBound A: 361 B: 181

WestBound A: 529 B: 60

NorthBound A: 177 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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (71 + 243 + 60 + 361) / 1500 = 0.753 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: CENTINELA AV I/S No: 99150

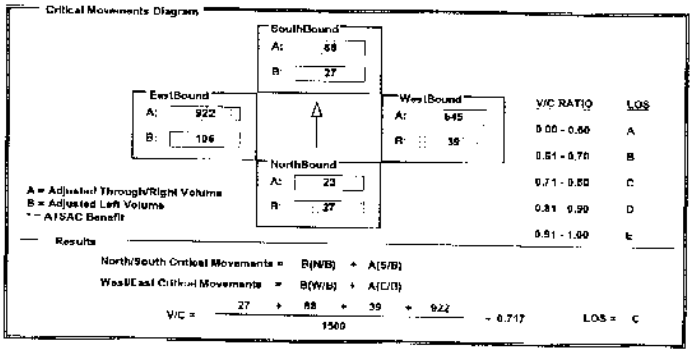
AM/PM: PM Comments: INT# 141

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	0	23	27	0	88	39	1249	40	106	1787	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	0	23	27	0	88	39	1249	40	106	1787	56
LANE	1	0	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	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



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)

$$V/C = \frac{27 + 88 + 39 + 922}{1500} = 0.717 \qquad LOS = C$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BL RAMP W/E: CULVER BL (SOUTHEAST) I/S No: 99412

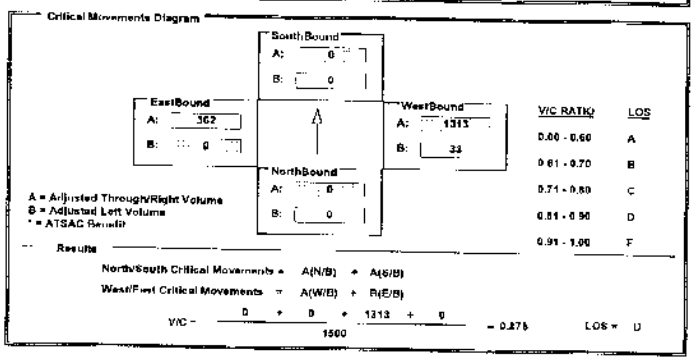
AM/PM: PM Comments: INT# 142

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	573	0	0	0	33	1313	0	0	723	411
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	573	0	0	0	33	1313	0	0	723	411
LANE	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Free				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 0 + 1313 + 0}{1500} = 0.875 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: SLAUSON AV I/S No: 99208

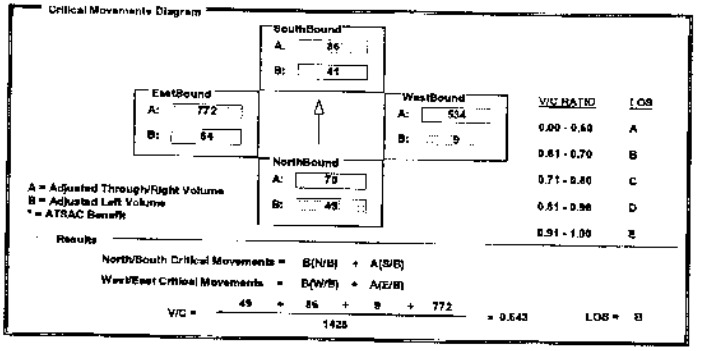
AM/PM: PM Comments: INT# 143

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	49	3	18	41	4	41	9	1584	17	64	2196	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	3	18	41	4	41	9	1584	17	64	2196	120
LANE	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{49 + 86 + 9 + 772}{1425} = 0.643 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CORNING AV W/E: SLAUSON AV I/S No: 99209

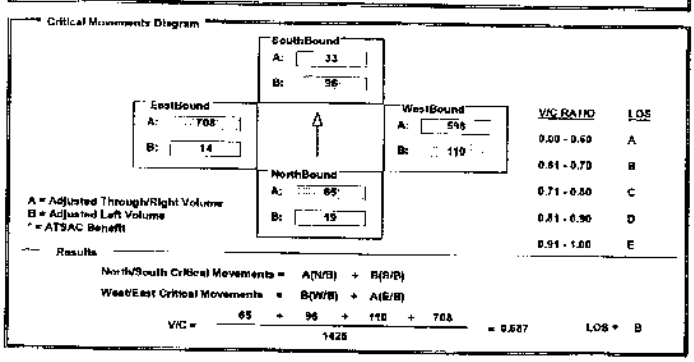
AM/PM: PM Comments: INT# 144

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	19	15	50	96	33	19	110	1618	177	14	2109	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	15	50	96	33	19	110	1618	177	14	2109	15
LANE	1	0	0	0	1	0	1	0	1	0	0	1	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: Prot-Flx	RTOR: Auto	Phasing: Prot-Flx	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{65 + 96 + 110 + 708}{1425} = 0.687 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: KINGS RD W/E: SLAUSON AV I/S No: 99204

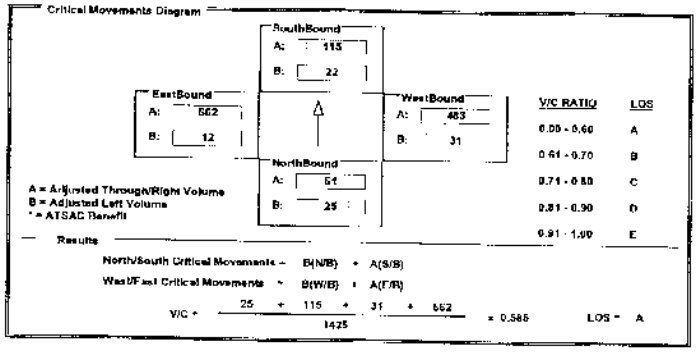
AM/PM: PM Comments: INT # 145

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	1	35	22	0	121	31	1448	17	21	1928	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	1	35	22	0	121	31	1448	17	21	1928	59
LANE	0 0 0	1 0 0	0	1	0 1 0	0 1 0		1 0 3	0 1 0		2 0 2	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (25 + 115 + 31 + 662) / 1425 = 0.585 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BL W/E: SLAUSON AV I/S No: 99206

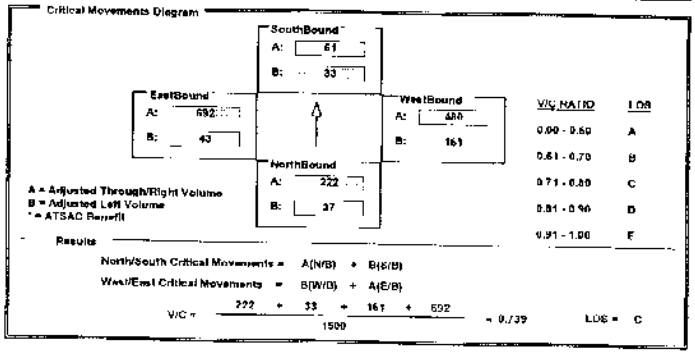
AM/PM: PM Comments: INT # 146

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	8	222	33	11	17	181	1428	12	43	1093	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	8	222	33	11	17	181	1428	12	43	1093	84
LANE	0 1 0	0	0 1 0		0 0 0	1 0	0	1 0 2	0 1 0		1 0 2	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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 = (222 + 33 + 161 + 692) / 1500 = 0.739 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: SLAUSON AV I/S No: 99202

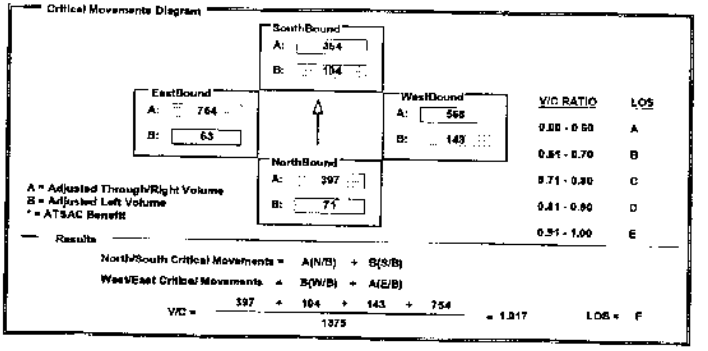
AM/PM: PM Comments: INT # 147

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	150	176	104	260	36	143	1585	118	63	2129	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	150	176	104	260	36	143	1585	118	63	2129	132
LANE	0 0 0	1 0 0	0	1	0 1 0	0 1 0		1 0 2	0 1 0		1 0 2	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto				

Critical Movements Diagram



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 = (397 + 104 + 143 + 764) / 1375 = 1.017 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: MATTESON AV/I-405 SB RAMPS I/S No: 99254

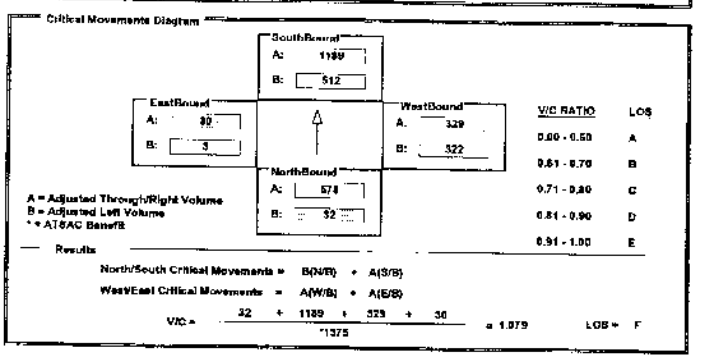
AM/PM: PM Comments: INT # 148

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	786	178	512	1123	66	322	7	152	3	24	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	786	178	512	1123	66	322	7	152	3	24	3
LANE	0 1 0	0	1	0	0	0 1 0	0	1 0	0	0 1 0	0	0 1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



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 = (32 + 1189 + 329 + 30) / 1375 = 1.079 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON PL I/S No: 99262

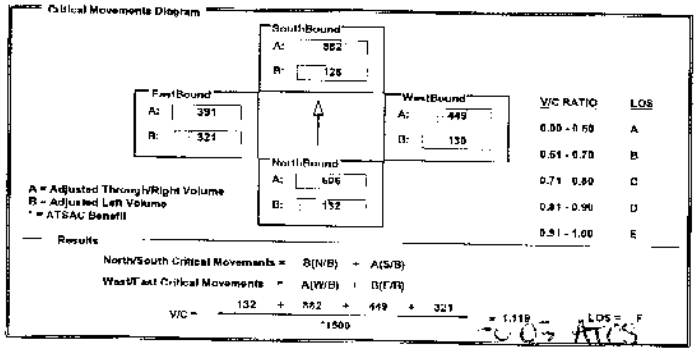
AM/PM: PM Comments: INT# 149

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	132	388	218	128	938	314	130	640	257	321	652	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	388	218	128	938	314	130	640	257	321	652	129
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 0 1	0 1 0	1 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



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 = S(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (132 + 882 + 449 + 321) / 1500 = 1.119 LOS = F

-0.03 ATCS

1.089

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: WASHINGTON BL I/S No: 99260

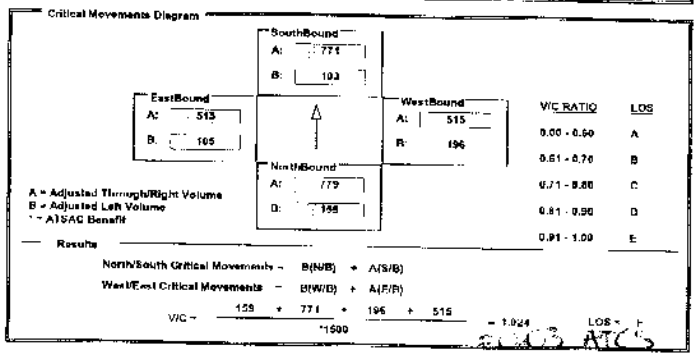
AM/PM: PM Comments: INT# 150

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	159	643	136	103	1056	73	196	966	84	105	929	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	643	136	103	1056	73	196	966	84	105	929	101
LANE	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	1 0 1	0 1 0	1 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



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 = (159 + 771 + 196 + 515) / 1500 = 1.024 LOS = F

-0.03 ATCS

0.994

LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE III W/E: I-405 SB OFF RAMP N/O CULVER B I/S No: 99256

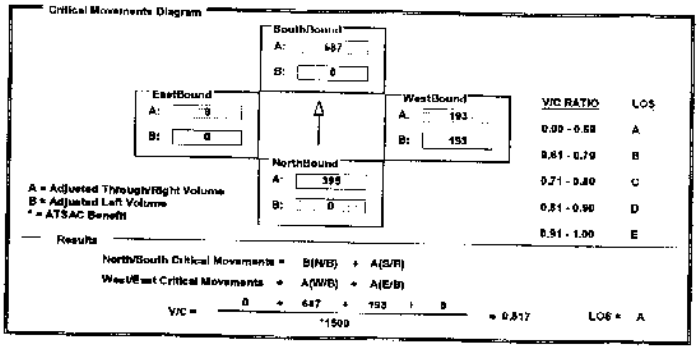
AM/PM: PM Comments: INT# 151

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	790	0	0	1374	0	354	0	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	790	0	0	1374	0	354	0	32	0	0	0
LANE	0 0 2	0 0 0	0 0 0	0 0 2	0 0 0	1 0 0	0 0 0	1		0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	<none>	<none>				

Critical Movements Diagram



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 = (0 + 687 + 193 + 0) / 1500 = 0.617 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SAWTELLE BL W/E: BRADDOCK DR I/S No: 99168

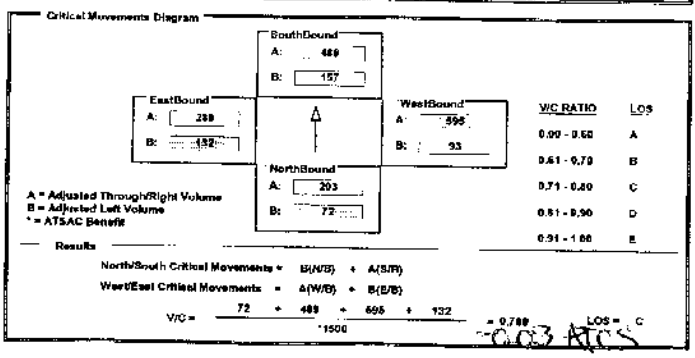
AM/PM: PM Comments: INT# 152

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	72	346	59	157	782	216	93	368	134	132	163	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	346	59	157	782	216	93	368	134	132	163	125
LANE	1 0 1	0 1 0	1 0 0	1 0 1	0 1 0	1 0 0	0 0 0	1 0 0	1 0 0	1 0 0	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



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 = (72 + 489 + 595 + 132) / 1500 = 0.789 LOS = C

-0.03 ATCS

0.759

Developed by Chun Wong, 12/94

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: BRADDOCK DR I/S No: 99264

AM/PM: PM Comments: INT# 153

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	176	1065	139	91	1569	90	100	302	51	18	171	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1065	139	91	1569	90	100	302	51	18	171	147
LANE	1 0 1	0 1 0	0	1 0	1 0	0	1 0	1	0 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: 830 B: 91

EastBound A: 336 B: 18

WestBound A: 453 B: 100

NorthBound A: 602 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) + B(E/B)

V/C = (176 + 830 + 453 + 18) / *1500 = 0.915 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON PL I/S No: 99270

AM/PM: PM Comments: INT# 154

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	154	1404	99	108	1509	251	137	833	180	115	839	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1404	99	108	1509	251	137	833	180	115	839	133
LANE	1 0 1	0 1 0	0	1 0	1 0	1 0	1 0	1	0 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: 680 B: 108

EastBound A: 486 B: 115

WestBound A: 507 B: 137

NorthBound A: 752 B: 154

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 = (154 + 680 + 137 + 486) / *1500 = 1.035 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: WASHINGTON BL I/S No: 99272

AM/PM: PM Comments: INT# 155

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	153	1162	92	51	1405	138	206	936	140	129	719	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	1162	92	51	1405	138	206	936	140	129	719	199
LANE	1 0 1	0 1 0	0	1 0	1 0	0	1 0	1	0 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: 772 B: 61

EastBound A: 459 B: 129

WestBound A: 538 B: 206

NorthBound A: 627 B: 153

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 = (153 + 772 + 538 + 129) / *1500 = 0.991 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: I-405 NB RAMPS S/O VENICE BL I/S No: 99266

AM/PM: PM Comments: INT# 156

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	233	1559	0	0	1707	247	0	0	0	633	0	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	1559	0	0	1707	247	0	0	0	633	0	204
LANE	1 0 2	0 0 0	0	0 0 2	0 1	0	0 0	0	0 0	1 0 0	0	1
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 854 B: 0

EastBound A: 419 B: 419

WestBound A: 0 B: 0

NorthBound A: 760 B: 233

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 = (233 + 854 + 0 + 419) / *1425 = 0.887 LOS = E

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: VENICE BL I/S No: 99248

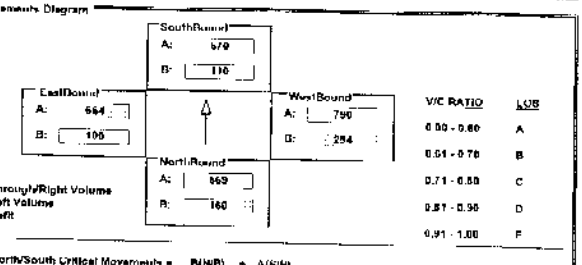
AM/PM: PM Comments: INT# 157

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	1137	266	110	1340	149	462	2370	250	182	1992	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	1137	266	110	1340	149	462	2370	250	182	1992	219
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			2 0 3 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{160 + 670 + 264 + 664}{1425} = 1.197 \qquad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: WASHINGTON BL I/S No: 99260

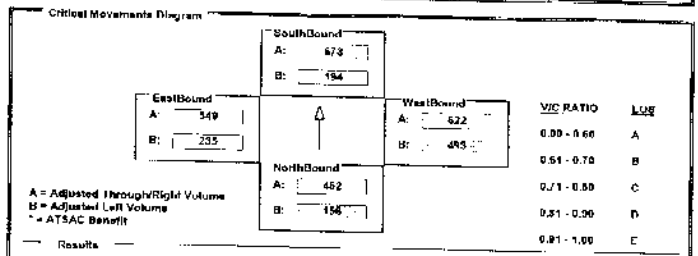
AM/PM: PM Comments: INT# 158

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	903	350	194	1345	199	493	1038	206	235	1098	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	903	350	194	1345	199	493	1038	206	235	1098	129
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 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: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{156 + 673 + 493 + 849}{1425} = 1.243 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: BRADDOCK DR I/S No: 99246

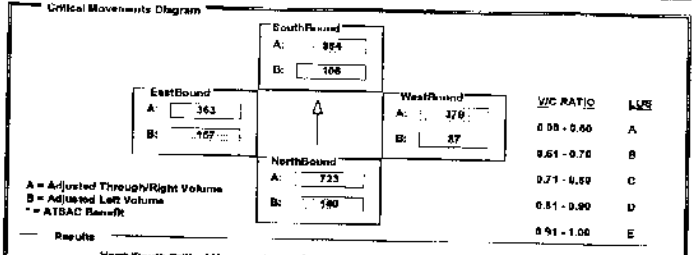
AM/PM: PM Comments: INT# 159

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	1382	64	105	1678	90	87	218	74	157	162	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1382	64	105	1678	90	87	218	74	157	162	44
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			0 0 0 1 0 0 0			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



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)

$$V/C = \frac{148 + 884 + 379 + 157}{1500} = 0.970 \qquad LOS = E$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: VENICE BL I/S No: 99176

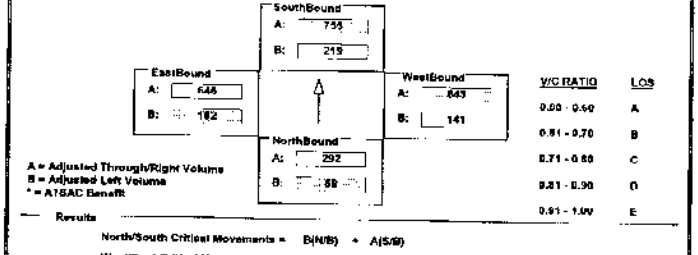
AM/PM: PM Comments: INT# 160

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	505	79	219	755	514	141	1752	177	182	1897	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	505	79	219	755	514	141	1752	177	182	1897	40
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 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



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)

$$V/C = \frac{59 + 755 + 643 + 182}{1500} = 1.033 \qquad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BL W/E: VENICE BL I/S No: 99174

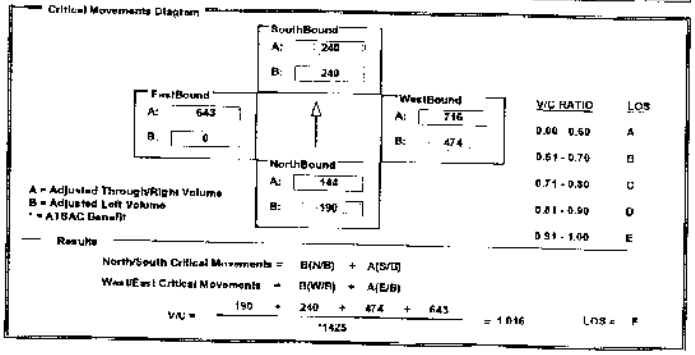
AM/PM: PM Comments: INT# 161

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	190	61	693	352	52	66	474	2149	268	0	1930	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	61	693	352	52	66	474	2149	268	0	1930	70
LANE	1 0 1	0	0 2 0	1 0	0 1	0 0 0	1 0 3	0	0 1 0	1 0 3	0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{190 + 240 + 474 + 643}{1425} = 1.016 \qquad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MOTOR AV W/E: WASHINGTON BL I/S No: 99274

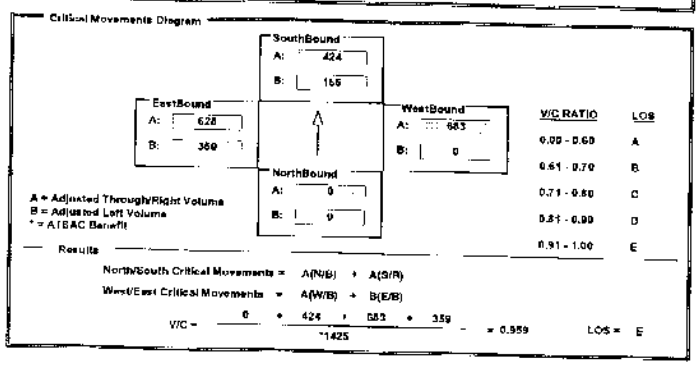
AM/PM: PM Comments: INT# 162

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	HT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	166	0	604	0	1120	246	359	1256	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	166	0	604	0	1120	246	359	1256	0
LANE	0 0 0	0	0 0 0	1 0	0 0	1 0	0 0 0	0	1 0	0 1 0	1	0 0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 424 + 683 + 359}{1425} = 0.959 \qquad LOS = E$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: NATIONAL BL I/S No: 99154

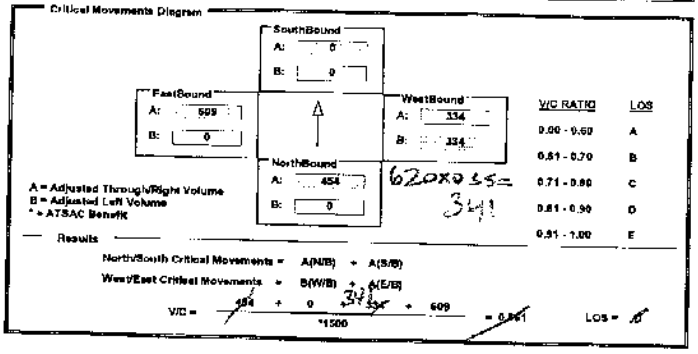
AM/PM: PM Comments: INT# 163

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	826	0	0	0	620	382	0	0	808	409
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	826	0	0	0	620	382	0	0	808	409
LANE	0 0 0	0	0 2 0	0 0	0 0	0 0 0	1 1	1	0 0 0	0 0	1	0 1
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



620x0.55=

341

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{454 + 0 + 334 + 609}{1500} = 0.861 \qquad LOS = D$$

0 SP3 LOS A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: RODEO RD I/S No: 99156

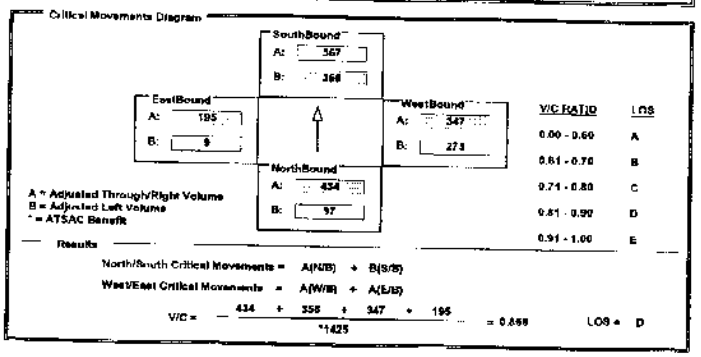
AM/PM: PM Comments: INT# 164

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	97	887	798	358	733	23	497	347	38	9	372	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	887	798	358	733	23	497	347	38	9	372	75
LANE	1 0 2	0	0 0	1 0 2	0	0 1 0	1 0		2 0 1	0	0 1 0	0 1	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{434 + 358 + 347 + 195}{1425} = 0.859 \qquad LOS = D$$

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: JEFFERSON BL W/E: DUQUESNE AV I/S No: 99216

AM/PM: PM Comments: INT# 165

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	426	1403	31	40	1110	228	33	42	36	433	76	349
AMBIENT												
RELATED												
PROJECT												
TOTAL	426	1403	31	40	1110	228	33	42	36	433	76	349
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 665 B: 40

EastBound A: 425 B: 833

WestBound A: 42 B: 33

NorthBound A: 717 B: 426

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 = (426 + 665 + 42 + 433) / 1425 = 1.022 LOS = F

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL W/E: GREEN VALLEY CIR I/S No: 99228

AM/PM: PM Comments: INT# 166

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	2106	246	221	1942	0	359	0	272	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2106	246	221	1942	0	359	0	272	0	0	0
LANE	0	0	3	0	1	0	2	0	2	0	0	0	1	0	0	0	1	1	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: 971 B: 122

EastBound A: 0 B: 0

WestBound A: 149 B: 210

NorthBound A: 702 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 = (0 + 971 + 210 + 0) / *1425 = 0.259 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WALGROVE AV W/E: WASHINGTON BL I/S No: 99276

AM/PM: PM Comments: INT# 167

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	3	0	14	12	0	323	13	1240	83	401	1254	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	14	12	0	323	13	1240	83	401	1254	24
LANE	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	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: 335 B: 12

EastBound A: 639 B: 401

WestBound A: 781 B: 13

NorthBound A: 17 B: 3

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

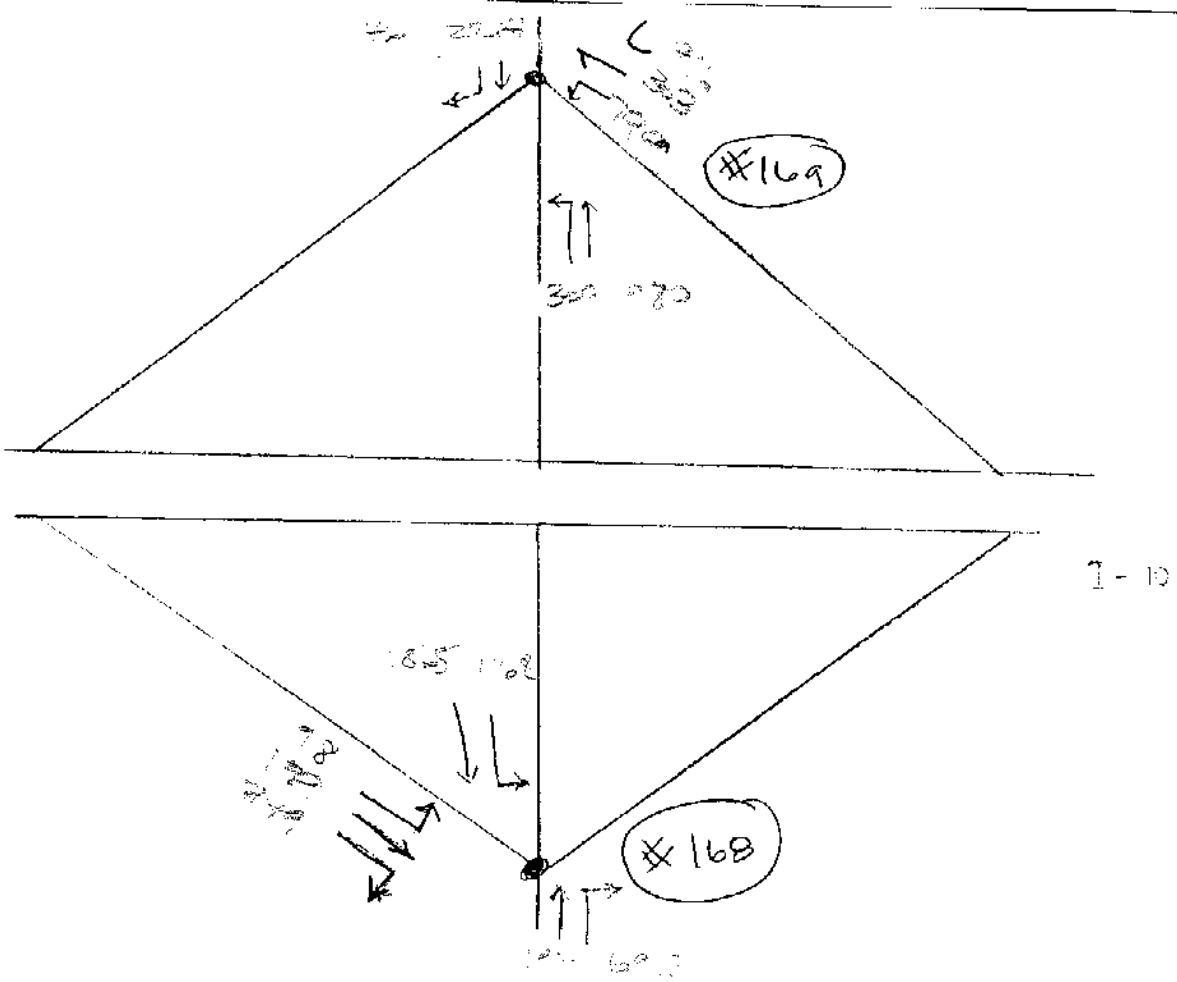
Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (3 + 335 + 781 + 401) / 1500 = 0.960 LOS = E

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2000 A/P PROJECT

PM PEAK HOUR

(#168) NB CRITICAL = 309 OR (1911 − 350 + 693)/3 = (527)

SB CRITICAL = 1168 × 0.55 = (642) OR 1865/2 = 933

EB CRITICAL = (198 + 199)/2 = 199 OR (349)

WB CRITICAL = ϕ

$$\frac{525 + 642 + 349 + \phi}{1425} = \boxed{.085 \text{ LOS} =}$$

(#169) NB CRITICAL = (309) OR 980/2 = 490

SB CRITICAL = 1168 × 0.55 = 642 OR (2214 − 642 − 446)/2 = (809)

EB CRITICAL = ϕ

WB CRITICAL = (799 + 151)/2 = 475 OR (916 + 152)/2 = (534)

$$\frac{309 + 809 + \phi + 534}{1425} = \boxed{1.159 \text{ LOS F}}$$

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: ABBOTT KINNEY BL W/E: VENICE BL I/S No: 20880

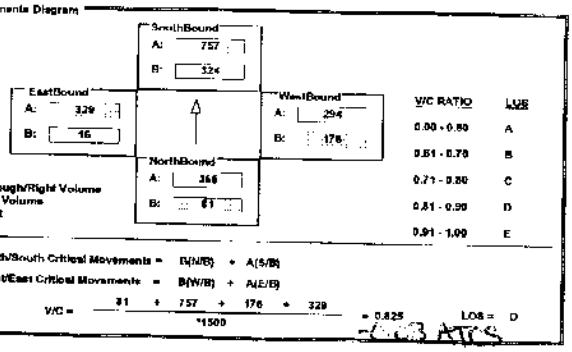
AM/PM: PM Comments: INT# 171

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	365	81	324	689	68	176	554	294	16	657	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	365	81	324	689	68	176	554	294	16	657	39
LANE	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	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



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 = (81 + 757 + 176 + 329) / 1500 = 0.825 LOS = D

-2.3 ATS

0.795

LOS=C

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July 15, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT HI W/E: MANCHESTER AV I/S No: 20160

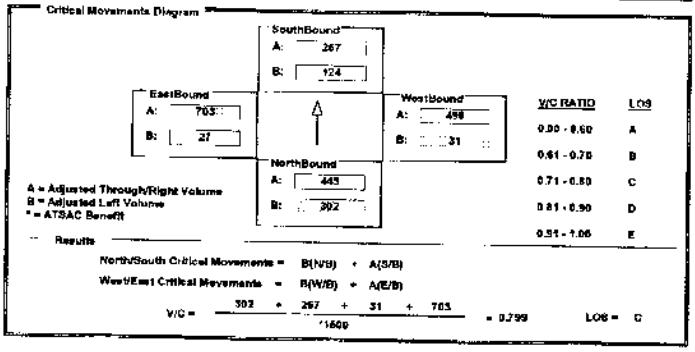
AM/PM: PM Comments: INT# 172

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	302	725	164	124	428	106	31	998	113	27	1405	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	302	725	164	124	428	106	31	998	113	27	1405	78
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (302 + 267 + 31 + 703) / 1600 = 0.799 LOS = C

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: BUNDY DR W/E: I-10 EB ON-RAMP I/S No: 99346

AM/PM: PM Comments: INT # 173

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	995	1100	738	1880	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	995	1100	738	1880	0	0	0	0	0	0	0
LANE	0	2	0	1	2	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 940 B: 738

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 1100 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 = + *

V/C = 1100 + 738 + * / 1500 = 1.155 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: STOCKER ST I/S No: 99348

AM/PM: PM Comments: INT # 174

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	229	1044	24	36	1421	365	46	331	17	277	314	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	229	1044	24	36	1421	365	46	331	17	277	314	210
LANE	1	0	2	0	1	0	1	0	3	0	1	0	1	0	0	1	0	1	0	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 474 B: 36

EastBound A: 314 B: 152

WestBound A: 348 B: 46

NorthBound A: 356 B: 229

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 = 229 + 474 + 348 + 152 / 1375 = 0.805 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTINELA AV I/S No: 99350

AM/PM: PM Comments: INT # 175

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	1174	51	326	1251	277	53	761	215	186	1098	279
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1174	51	326	1251	277	53	761	215	186	1098	279
LANE	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	1	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: 754 B: 326

EastBound A: 549 B: 186

WestBound A: 485 B: 63

NorthBound A: 613 B: 208

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 = 208 + 754 + 485 + 186 / 1375 = 1.197 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 99352

AM/PM: PM Comments: INT # 176

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	144	77	605	121	0	83	0	1014	86	33	816	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	77	605	121	0	83	0	1014	86	33	816	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	3	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 51 B: 64

EastBound A: 272 B: 33

WestBound A: 367 B: 0

NorthBound A: 333 B: 79

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 = 333 + 89 + 367 + 33 / 1375 = 0.513 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 99354

AM/PM: PM Comments: INT# 177

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	5	460	234	121	1338	6	199	9	152	8	12	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	460	234	121	1338	6	199	9	152	8	12	14
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 672 B: 121

EastBound A: 34 B: 8

WestBound A: 152 B: 104

NorthBound A: 347 B: 5

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 = D(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{6 + 672 + 152 + 34}{1425} = 0.536 \qquad LOS = A$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: SLAUSON AV I/S No: 99356

AM/PM: PM Comments: INT# 178

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	248	1782	165	282	1553	137	184	1336	131	170	1002	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	1782	165	282	1553	137	184	1336	131	170	1002	81
LANE	1	0	3	0	1	0	1	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 557 B: 282

EastBound A: 542 B: 170

WestBound A: 734 B: 184

NorthBound A: 594 B: 246

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) + D(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{594 + 282 + 734 + 170}{1375} = 1.295 \qquad LOS = F$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: FAIRFAX AV W/E: WASHINGTON BL I/S No: 99358

AM/PM: PM Comments: INT# 179

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	755	488	314	957	43	443	599	7	44	843	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	755	488	314	957	43	443	599	7	44	843	17
LANE	1	0	1	0	1	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 509 B: 173

EastBound A: 220 B: 44

WestBound A: 363 B: 244

NorthBound A: 414 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 = B(W/B) + A(E/B)

$$V/C = \frac{414 + 173 + 244 + 220}{1375} = 0.694 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CRENSHAW BL W/E: FLORENCE AV I/S No: 99360

AM/PM: PM Comments: INT# 180

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	125	702	52	235	1203	166	126	885	205	192	1240	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	702	52	235	1203	166	126	885	205	192	1240	276
LANE	1	0	2	0	1	0	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-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 466 B: 235

EastBound A: 505 B: 192

WestBound A: 363 B: 126

NorthBound A: 261 B: 125

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)

$$V/C = \frac{126 + 466 + 126 + 505}{1375} = 0.881 \qquad LOS = D$$

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1 AXPMPRJ

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: -405 NB RAMPS W/E: IMPERIAL HWY I/S No: 99362

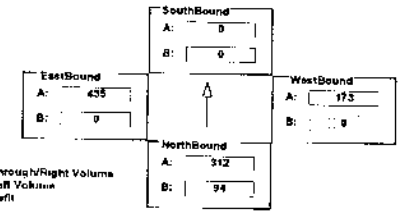
AM/PM: PM Comments: INT# 181

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	94	0	312	0	0	0	0	444	246	0	1206	534
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	0	312	0	0	0	0	444	246	0	1206	534
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (312 + 0 + 0 + 435) / 1600 = 0.466 LOS = A

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 99364

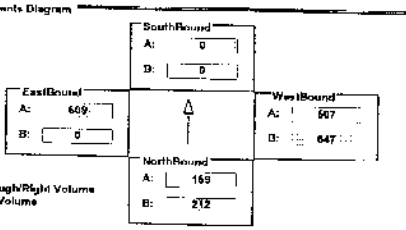
AM/PM: PM Comments: INT# 182

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	385	0	483	0	0	0	647	1014	0	0	1218	289
AMBIENT												
RELATED												
PROJECT												
TOTAL	385	0	483	0	0	0	647	1014	0	0	1218	289
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: Auto		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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 = B(W/B) + A(E/B)

V/C = (212 + 0 + 647 + 609) / 1425 = 0.960 LOS = E

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 WB OFF RAMP/NASH ST W/E: IMPERIAL HWY I/S No: 19180

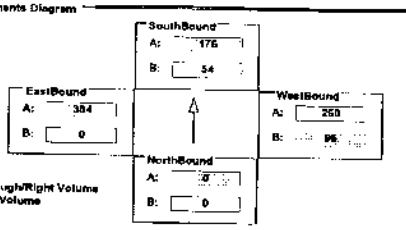
AM/PM: PM Comments: INT# 183

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	54	254	275	172	770	0	0	1005	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	54	254	275	172	770	0	0	1005	148
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
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (0 + 176 + 95 + 384) / 1425 = 0.399 LOS = A

Developed by Chun Wong, 1254

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 19050

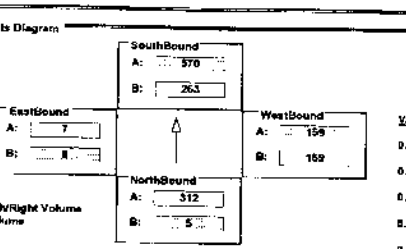
AM/PM: PM Comments: INT# 184

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	5	384	391	263	1128	11	306	11	240	8	7	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	384	391	263	1128	11	306	11	240	8	7	3
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

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 = (5 + 570 + 159 + 8) / 1375 = 0.479 LOS = A

Developed by Chun Wong, 1254

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: IMPERIAL HWY I/S No: 19260

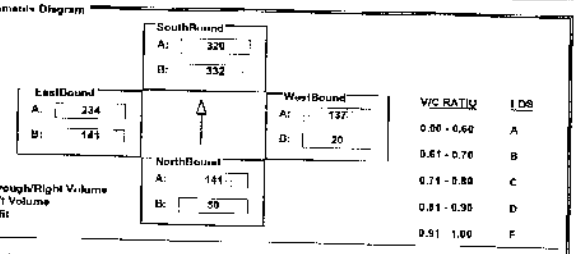
AM/PM: PM Comments: INT# 185

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	270	153	603	578	382	37	412	298	258	701	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	270	153	603	578	382	37	412	298	258	701	144
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

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 = (141 + 332 + 137 + 141) / *1375 = 0.476 LOS = A

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 EB OFF RAMP I/S No: 99372

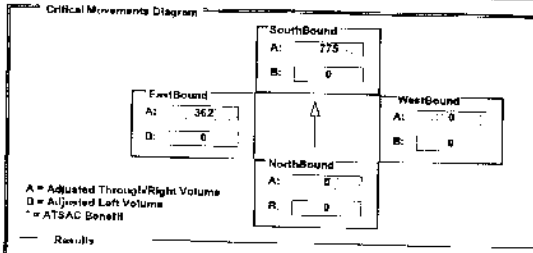
AM/PM: PM Comments: INT# 186

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	2045	0	0	2326	0	0	0	0	0	0	659
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2045	0	0	2326	0	0	0	0	0	0	659
LANE	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

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) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (0 + 775 + 0 + 362) / *1500 = 0.688 LOS = B

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: I-10 WB OFF RAMP I/S No: 99374

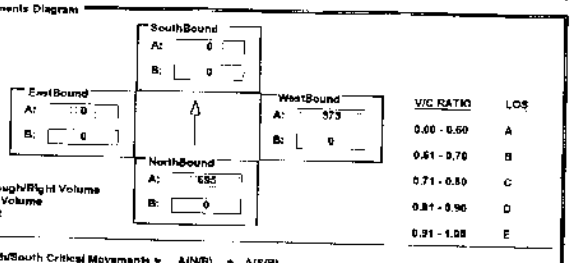
AM/PM: PM Comments: INT# 187

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	2084	0	0	1916	350	0	0	679	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2084	0	0	1916	350	0	0	679	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

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) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (695 + 0 + 373 + 0) / *1500 = 0.642 LOS = B

Developed by Chun Wong, 12-94

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: MANCHESTER BL I/S No: 99376

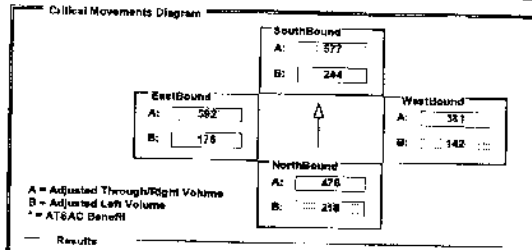
AM/PM: PM Comments: INT# 188

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	218	880	72	244	1153	195	142	762	192	175	948	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	880	72	244	1153	195	142	762	192	175	948	235
LANE	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0	1	0	1	0	1	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



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 = (218 + 577 + 142 + 362) / 1375 = 1.112 LOS = F

Developed by Chun Wong, 12-94

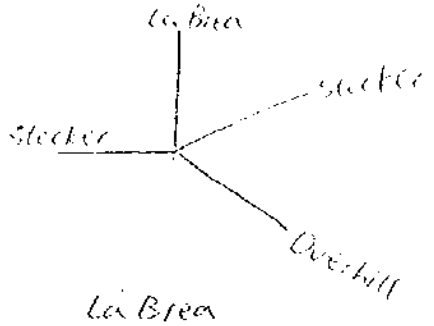
Intersection # 190

N/S STREET La Brea Av / Overhill Dr

E/W STREET Stocker St

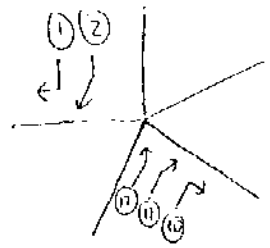
Scenario 2010 + PROJECT

Peak Hour PM



La Brea

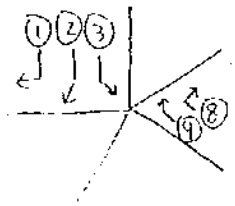
(1)



NB		VOL	LNS	
(12)	T	129	3	416
(11)	R	263	2	140
(10)	R	17	0	

SB		VOL	LNS	
(2)	T	1575	2	788
(1)	R	63	Free Flow	

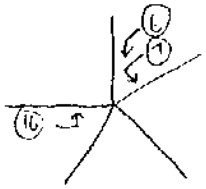
(2)



WB		VOL	LNS	
(9)	T	402	2	205
(8)	R	42	1	42

SB		VOL	LNS	
(3)	L	662	2	331
(2)	T	575	2	782 → 372
(1)	R	63	Free Flow	

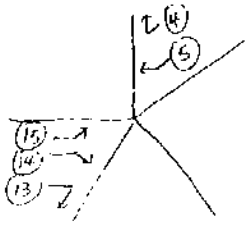
(3)



EB		VOL	LNS	
(16)	L	682	2	341

WB		VOL	LNS	
(7)		57	2	148
(6)		278		

(4)



EB		VOL	LNS	
(15)	T	787	2	500
(14)	R	241		
(13)	R	33		

WB		VOL	LNS	
(5)	T	415	2	229
(4)	R	21	1	21

CRITICAL MOVES 416 + 372 + 341 + 500 = 1629

VOLUME / CAPACITY 1629 / 1375 = 1.184 LOS F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: SLAUSON AV I/S No: 99378

AM/PM: PM Comments: INT# 189

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	149	1316	171	53	1295	395	141	1239	52	287	1463	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	1316	171	53	1295	395	141	1239	52	287	1463	112
LANE	1 0 2	0 1	0 0	1 0 2	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: 648 B: 53

EastBound A: 525 B: 287

WestBound A: 439 B: 141

NorthBound A: 496 B: 149

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 = (149 + 648 + 439 + 287) / 1375 = 1.101 LOS = F

Developed by Chun Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-10 EB OFF RAMP I/S No: 99382

AM/PM: PM Comments: INT# 191

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	1872	0	0	1834	622	0	0	0	0	0	365
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1872	0	0	1834	622	0	0	0	0	0	365
LANE	0 0 3	0 0	0 0	0 0 2	0 1	0 0	0 0 0	0 0	0 0	0 0 0	0 0	0 0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 819 B: 0

EastBound A: 365 B: 0

WestBound A: 0 B: 0

NorthBound A: 624 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 = (0 + 819 + 0 + 365) / 1500 = 0.789 LOS = C

Developed by Chun Wong, 1994

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: 111TH ST I/S No: 19280

AM/PM: PM Comments: INT# 192

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	440	343	0	0	479	381	0	0	0	253	0	429
AMBIENT												
RELATED												
PROJECT												
TOTAL	440	343	0	0	479	381	0	0	0	253	0	429
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: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 381 B: 0

EastBound A: 425 B: 139

WestBound A: 0 B: 0

NorthBound A: 172 B: 440

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 = (440 + 381 + 0 + 429) / 1500 = 0.783 LOS = C

Developed by Chun Wong, 1994

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS S/O CENTURY BL I/S No: 19310

AM/PM: PM Comments: INT# 193

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND LT	NB TH	NB RT	SOUTHBOUND LT	SB TH	SB RT	WESTBOUND LT	WB TH	WB RT	EASTBOUND LT	EB TH	EB RT
EXISTING	0	783	109	744	778	0	0	0	635	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	783	109	744	778	0	0	0	635	0	0	0
LANE	0 0 2	0 1	0	2 0 2	0 0	0 0	0 0 0	0 0	0 2	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: 359 B: 409

EastBound A: 0 B: 0

WestBound A: 144 B: 0

NorthBound A: 392 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 = (392 + 409 + 144 + 0) / 1425 = 0.563 LOS = A

Developed by Chun Wong, 1994

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O IMPERIAL HWY I/S No: 19270

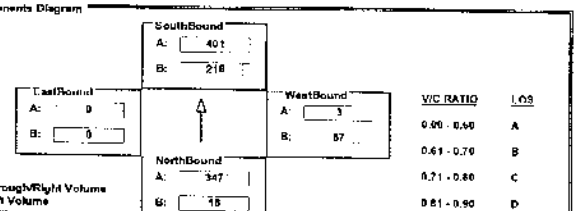
AM/PM: PM Comments: INT# 194

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	694	74	216	1204	0	159	0	111	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	694	74	216	1204	0	159	0	111	0	0	0
LANE	1	0	2	0	0	1	0	1	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (347 + 216 + 87 + 0) / 1425 = 0.386 LOS = A

Developed by Chen Wang 1234

LAXPMPRJ

CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: LENNOX BL I/S No: 99390

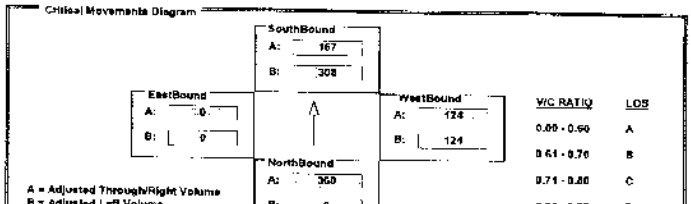
AM/PM: PM Comments: INT# 195

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	605	114	308	501	392	180	0	192	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	605	114	308	501	392	180	0	192	0	0	0
LANE	0	0	1	0	1	0	0	1	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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	F

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (360 + 308 + 124 + 0) / 1500 = 0.458 LOS = A

Developed by Chen Wang 1234

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: MANCHESTER BL I/S No: 99392

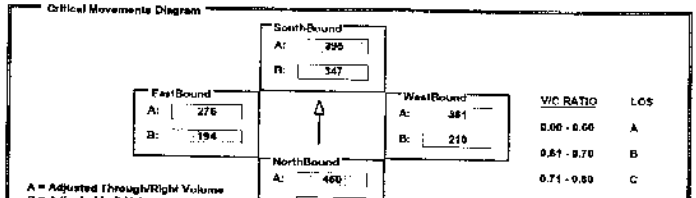
AM/PM: PM Comments: INT# 196

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	121	390	460	347	1072	114	382	1005	139	194	774	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	390	460	347	1072	114	382	1005	139	194	774	53
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	2	0	2	0	1	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

Critical Movements Diagram



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 = (460 + 395 + 381 + 194) / 1375 = 1.040 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: STOCKER ST I/S No: 99394

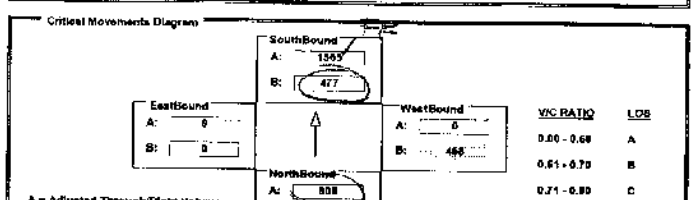
AM/PM: PM Comments: INT# 197

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	2424	1172	477	3129	0	832	0	186	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2424	1172	477	3129	0	832	0	186	0	0	0
LANE	0	0	3	0	0	1	0	1	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free	Phasing: Prot-Fix	RTOR: <none>	Phasing: Split	RTOR: Free	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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 = (0 + 1569 + 456 + 0) / 1425 = 1.426 LOS = F

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: VENICE BL I/S No: 99396

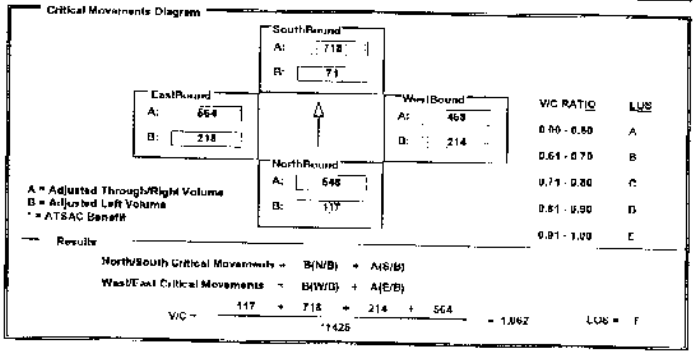
AM/PM: PM Comments: INT# 198

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	117	1561	82	71	1739	414	214	1403	89	396	1691	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1561	82	71	1739	414	214	1403	89	396	1691	86
LANE	1 0 2	0 1	0 0	1 0 2	0 1	0 0	1 0 3	0 0	1 0	2 0 3	0 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot Fix	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (117 + 718 + 214 + 564) / 1425 = 1.096 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: WASHINGTON BL I/S No: 99398

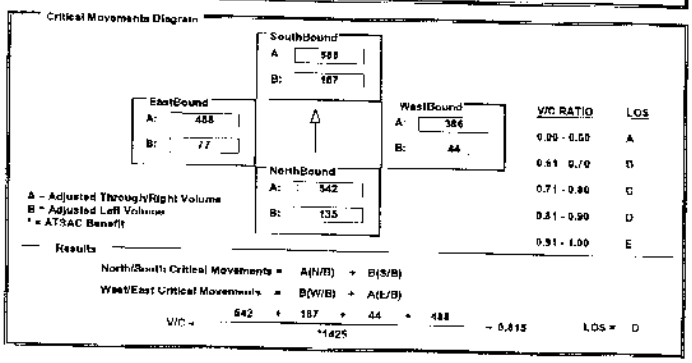
AM/PM: PM Comments: INT # 199

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	135	1593	32	187	1721	43	44	772	135	77	975	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1593	32	187	1721	43	44	772	135	77	975	168
LANE	1 0 2	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: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (542 + 187 + 44 + 488) / 1425 = 0.815 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: N PULVEDA BL W/E: WESTCHESTER PKWY I/S No: 19790

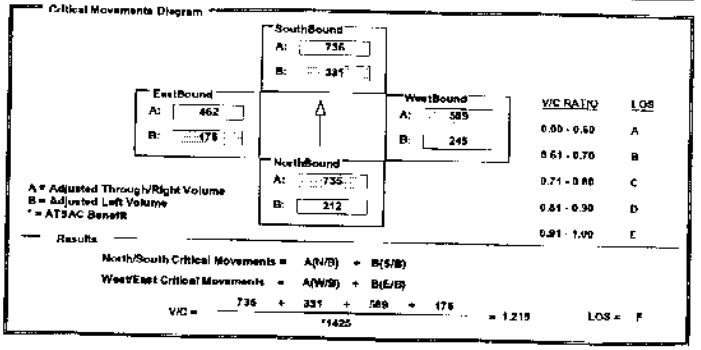
AM/PM: PM Comments: INT# 200

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	212	2206	76	331	2207	145	245	743	434	176	741	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	2206	76	331	2207	145	245	743	434	176	741	183
LANE	1 0 3	0 0	1 0	1 0 3	0 1	0	1 0 1	0	1 0	1 0 1	0 1	0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (736 + 331 + 589 + 176) / 1425 = 1.215 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BL W/E: I-405 SB RAMPS N/O CENTURY BL I/S No: 19370

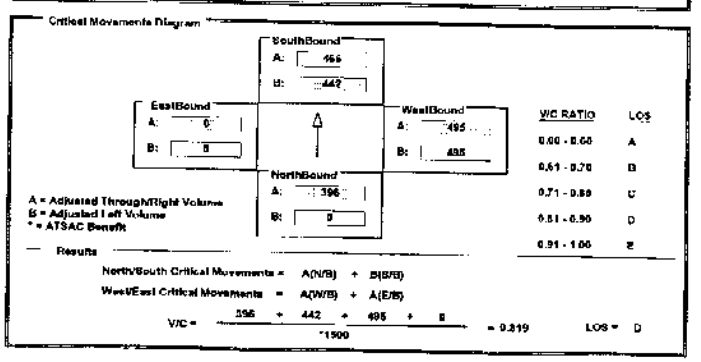
AM/PM: PM Comments: INT# 201

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	791	120	442	931	0	558	0	432	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	791	120	442	931	0	558	0	432	0	0	0
LANE	0 0 1	0 1	1 0	1 0 2	0 0	0	1 0 0	0 0	0 1	0 0 0	0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (396 + 442 + 495 + 0) / 1500 = 0.819 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF RAMP W/E: CENTURY BL I/S No: 99404

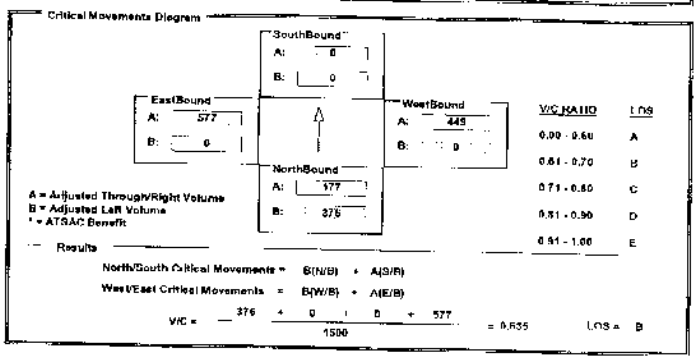
AM/PM: PM Comments: INT# 202

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	683	0	177	0	0	0	0	1347	0	0	1731	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	683	0	177	0	0	0	0	1347	0	0	1731	0
LANE	2	0	0	0	1	0	0	0	0	0	3	0
	0	0	0	0	0	0	1	0	2	0	1	1
SIGNAL	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{376 + 0 + 0 + 577}{1500} = 0.635 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: I-105 EB OFF RAMP I/S No: 99406

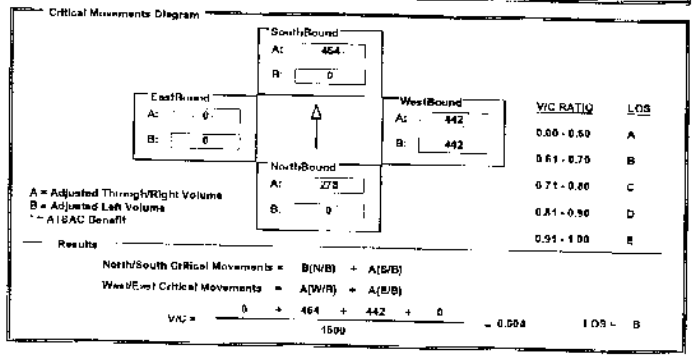
AM/PM: PM Comments: INT# 203

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	833	0	0	1856	0	517	0	810	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	833	0	0	1856	0	517	0	810	0	0	0
LANE	0	3	0	0	0	0	0	4	0	0	0	0
	1	0	0	0	1	1	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: <none>	RTOR: <none>				

Critical Movements Diagram



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)

$$V/C = \frac{0 + 464 + 442 + 0}{1500} = 0.604 \qquad LOS = B$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BL W/E: LENNOX BL I/S No: 99408

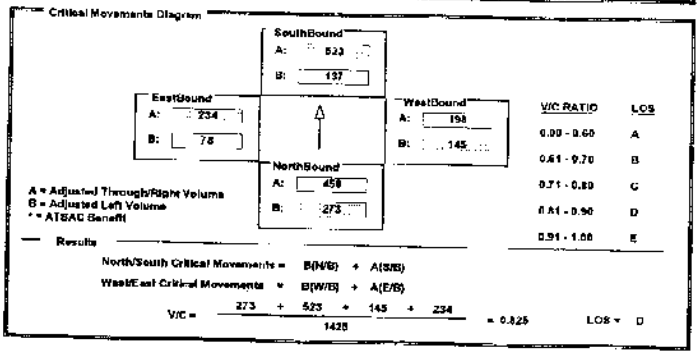
AM/PM: PM Comments: INT# 204

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	273	1359	143	137	1506	64	145	198	60	78	288	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1359	143	137	1506	64	145	198	60	78	288	160
LANE	1	0	3	0	0	1	0	2	0	1	0	0
	1	0	2	0	1	0	0	1	0	1	0	1
	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				

Critical Movements Diagram



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)

$$V/C = \frac{273 + 523 + 145 + 234}{1428} = 0.825 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BL I/S No: 99410

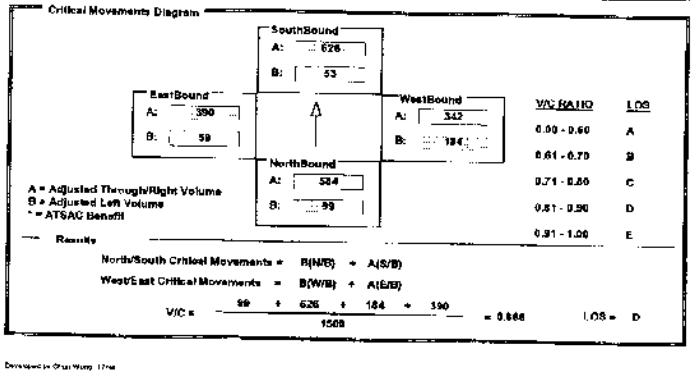
AM/PM: PM Comments: INT# 205

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	99	416	166	53	522	104	184	255	87	59	280	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	416	166	53	522	104	184	255	87	59	280	110
LANE	1	0	0	0	1	0	0	1	0	0	1	0
	0	0	1	0	0	0	1	0	0	0	0	1
	0	1	0	0	1	0	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



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)

$$V/C = \frac{99 + 626 + 184 + 390}{1500} = 0.666 \qquad LOS = D$$

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: FLORENCE AV | I/S No: 99412

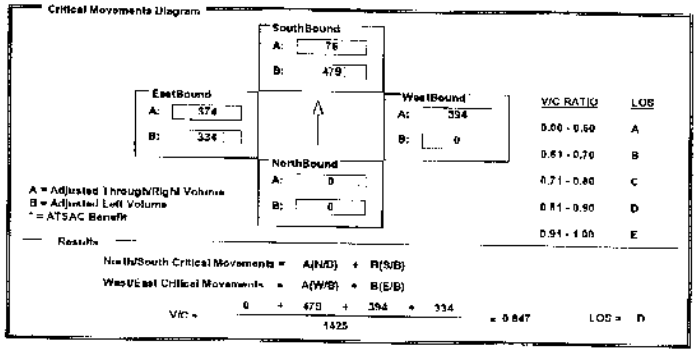
AM/PM: PM | Comments: INT# 206

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	871	0	243	0	787	792	334	1122	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	871	0	243	0	787	792	334	1122	0
LANE	0	0	0	2	0	0	0	2	1	1	3	0
SIGNAL	<none>		<none>	Split		Auto	Perm		Auto	Prot-Fix		<none>

Critical Movements Diagram



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 = (0 + 479 + 394 + 334) / 1425 = 0.847 LOS = D

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July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV | W/E: MANHATTAN BEACH BL | I/S No: 99414

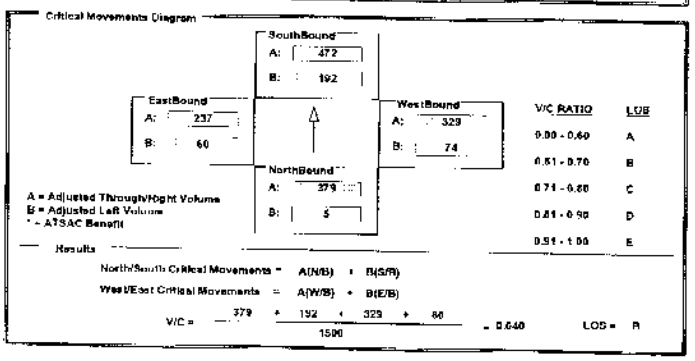
AM/PM: PM | Comments: INT# 207

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	5	292	87	192	436	36	74	197	132	60	193	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	292	87	192	436	36	74	197	132	60	193	44
LANE	1	0	0	1	0	0	1	0	0	1	0	0
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



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 = (379 + 192 + 329 + 60) / 1590 = 0.640 LOS = B

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BL/PCH | W/E: ARTESIA BL | I/S No: 99416

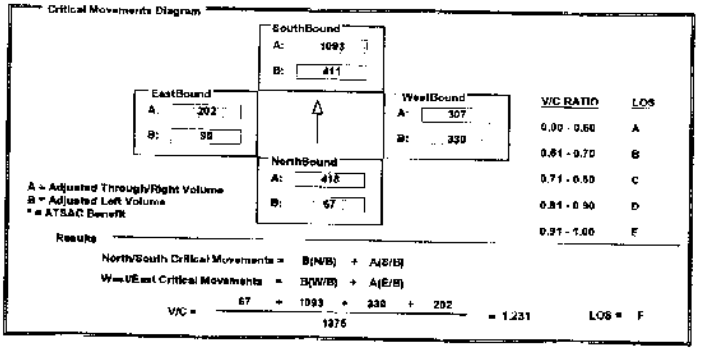
AM/PM: PM | Comments: INT# 208

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	67	1255	203	748	2933	345	330	613	333	90	313	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	1255	203	748	2933	345	330	613	333	90	313	90
LANE	1	0	3	0	1	0	2	0	2	0	1	0
SIGNAL	Prot-Var		Auto	Prot-Var		Auto	Prot-Var		Auto	Prot-Var		Auto

Critical Movements Diagram



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 = (67 + 1093 + 330 + 202) / 1976 = 1.231 LOS = F

Developed by Chon Wong, 1994

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CalcaDB

July 16, 2003 ,Wednesday 12:09:23 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: VENICE BL | I/S No: 99418

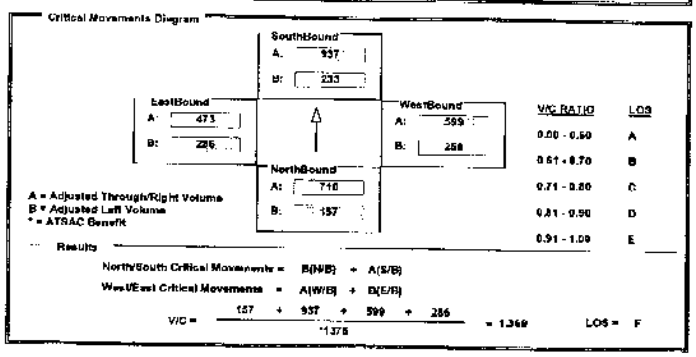
AM/PM: PM | Comments: INT# 209

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	1280	160	233	1639	234	258	1676	120	286	1418	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	1280	160	233	1639	234	258	1676	120	286	1418	118
LANE	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Perm		Auto	Perm		Auto	Prot-Var		Auto	Prot-Var		Auto

Critical Movements Diagram



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 = (157 + 937 + 599 + 286) / 1378 = 1.369 LOS = F

Developed by Chon Wong, 1994

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CalcaDB

July 17, 2003 ,Thursday 07:03:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 EB ON-RAMP I/S No: 99420

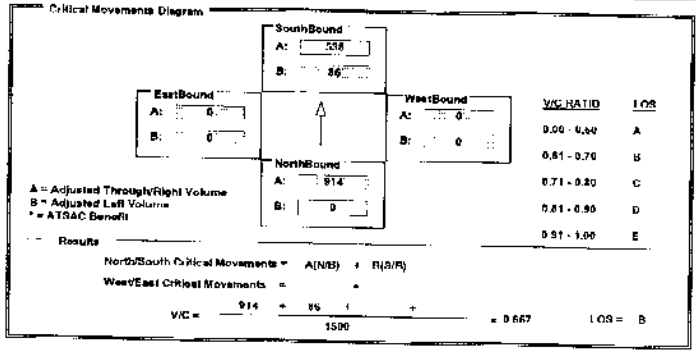
AM/PM: PM Comments: INT# 210

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	762	914	86	1075	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	762	914	86	1075	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



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 = *

V/C = (914 + 86 + * + *) / 1500 = 0.667 LOS = B

Developed by Chun Wong, 12-98

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CalcaDB

July 17, 2003 ,Thursday 07:03:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: WASHINGTON BL W/E: I-10 WB OFF RAMP/APPLE ST I/S No: 99422

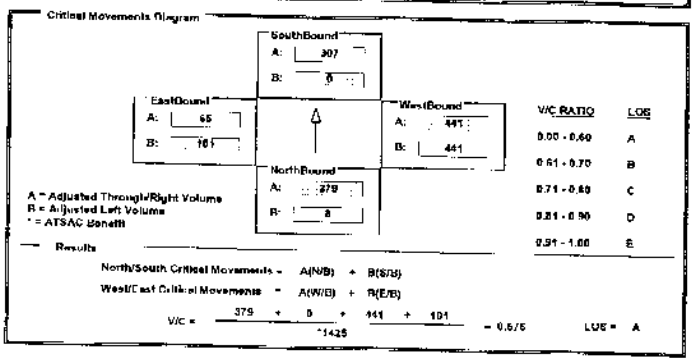
AM/PM: PM Comments: INT# 211

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	8	757	0	0	513	198	534	286	61	184	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	757	0	0	513	198	534	286	61	184	0	65
LANE	1	0	2	0	0	0	0	0	2	0	1	0	1	0	0	0	2	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



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 = (379 + 0 + 441 + 101) / 1425 = 0.676 LOS = A

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July 17, 2003 ,Thursday 07:03:13 PM

INTERSECTION DATA SUMMARY SHEET

N/S: OVERLAND AV W/E: PALMS BL I/S No: 99424

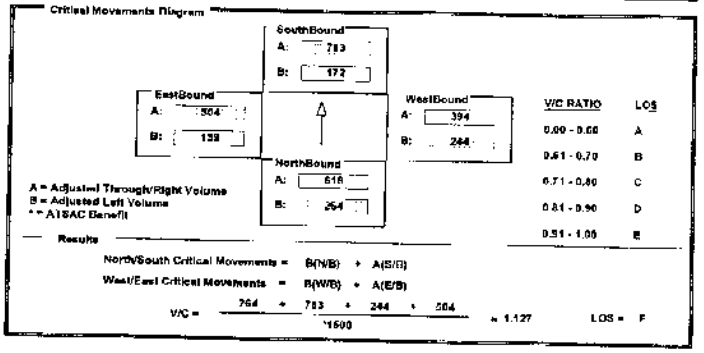
AM/PM: PM Comments: INT# 212

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	1231	281	172	1427	139	244	738	49	139	912	96
AMBIENT												
RELATED												
PROJECT												
TOTAL	264	1231	281	172	1427	139	244	738	49	139	912	96
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	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



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 = (264 + 783 + 244 + 564) / 1500 = 1.127 LOS = F

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CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: CULVER BL I/S No: 99430

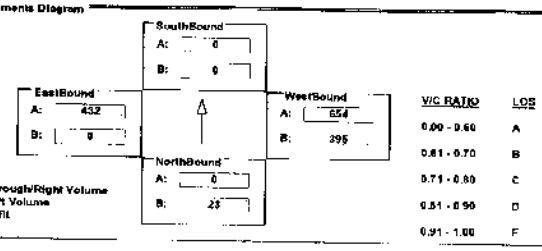
AM/PM: PM Comments: INT# 215

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	23	0	694	0	0	0	718	1307	0	0	1296	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	0	694	0	0	0	718	1307	0	0	1296	0
LANE	0	0	0	0	1	0	0	0	0	0	2	0
	2	0	0	0	0	0	0	1	0	0	2	0
SIGNAL	Phasing: Split	RTOR: OLA	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: <none>	Phasing: Perm	RTOR: Auto				

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 = B(W/B) + A(E/B)

V/C = (23 + 0 + 395 + 432) / 1425 = 0.626 LOS = B

Developed by Chun Wong, 12-94

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CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: B ST I/S No: 99432

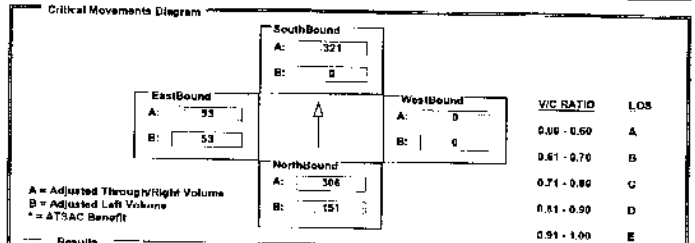
AM/PM: PM Comments: INT# 216

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	275	611	0	0	641	77	0	0	0	106	0	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	611	0	0	641	77	0	0	0	106	0	110
LANE	2	0	2	0	0	1	0	1	0	2	0	0
	1	0	2	0	0	1	0	0	0	0	0	0
	1	1	0	0	0	1	0					
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto				

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) + A(E/B)

V/C = (151 + 321 + 0 + 53) / 1425 = 0.368 LOS = A

Developed by Chun Wong, 12-94

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CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: JEFFERSON BL I/S No: 99434

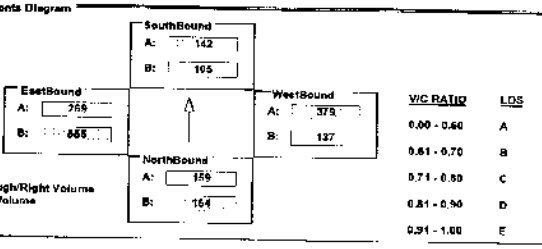
AM/PM: PM Comments: INT# 217

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	164	179	139	105	284	381	137	1362	152	555	953	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	179	139	105	284	381	137	1362	152	555	953	123
LANE	1	0	1	0	1	0	1	0	2	0	1	0
	1	0	3	0	1	0	1	0	3	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				

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 = (164 + 142 + 379 + 555) / 1425 = 0.690 LOS = D

Developed by Chun Wong, 12-94

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CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PLAYA VISTA ST W/E: TEALE ST I/S No: 99435

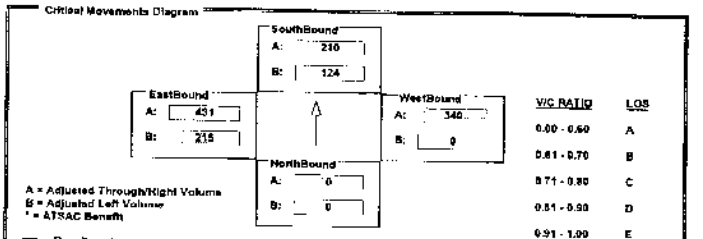
AM/PM: PM Comments: INT# 218

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	124	0	210	0	679	128	215	862	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	124	0	210	0	679	128	215	862	0
LANE	0	0	0	0	0	0	1	0	0	0	1	0
	0	0	2	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 210 + 340 + 215) / 1500 = 0.610 LOS = A

Developed by Chun Wong, 12-94

LAXPMPRJ

CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MCCONNELL AV W/E: TEALE ST I/S No: 99438

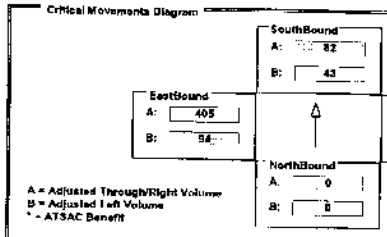
AM/PM: PM Comments: INT# 219

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	43	0	82	0	950	91	94	809	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	43	0	82	0	950	91	94	809	0
LANE	0	0	0	1	0	0	0	1	0	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 82 + 521 + 94) / 1600 = 0.465 LOS = A

Developed by Chun Wong 12/04

LAXPMPRJ

CalcaDB

July 17, 2003 ,Thursday 07:03:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: 12TH ST W/E: TEALE ST I/S No: 99440

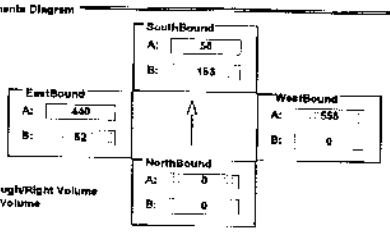
AM/PM: PM Comments: INT# 220

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	163	0	58	0	1115	196	52	880	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	163	0	58	0	1115	196	52	880	0
LANE	0	0	0	1	0	0	0	2	0	1	2	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: Split	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				

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(E/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 163 + 556 + 52) / 1600 = 0.515 LOS = A

Developed by Chun Wong 12/04