

Draft Environmental Impact Report (Draft EIR)

[State Clearinghouse No. 2008121080]

for

Los Angeles International Airport (LAX) Bradley West Project

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

Volume 3

Appendices A through C-4

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

May 2009

BRADLEY WEST PROJECT

Appendix A
LAX Bradley West Project Draft EIR

**Notice of Preparation and
Public Comment Letters**

May 2009

Prepared for:

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

Prepared by:

CDM
111 Academy, Suite 150
Irvine, CA 92617

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

California Environmental Quality Act

NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

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

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Title: Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project (City Clerk No. AD-043-08)

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles -- 33° 56' north latitude by 118° 24' west longitude

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

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

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

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

Notice of Preparation (continued)

As part of the scoping process, a public scoping meeting will be held as follows:

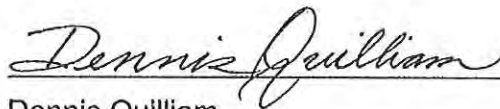
Location: Flight Path Museum
6661 West Imperial Highway
Los Angeles, CA 90009

Date & Time: Wednesday, January 14, 2009, 6:30 to 8:30 PM

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than Wednesday, January 28, 2009*.

Please send your response to Dennis Quilliam, City Planner, Los Angeles World Airports, 7301 World Way West, 3rd Floor, Los Angeles, CA 90045.

Signature:



Dennis Quilliam

Title: City Planner

Date: December 10, 2008

Telephone: (310) 646-7614

1. PROJECT LOCATION

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

2. PROJECT DESCRIPTION

Project Characteristics

The proposed Project provides for certain improvements identified in the approved LAX Master Plan, particularly as related to supporting the airport's ability to effectively and efficiently accommodate Next Generation Aircraft¹, such as the Airbus A380, Boeing 787, and Boeing 747-8. Airlines that have added, or will soon be adding, such aircraft to their fleets are anticipated to start scheduled service at LAX in the near future. The improvements proposed for this Project are shown in Figure 3 and include:

- ▶ Construction of new north and south concourses at TBIT just west of the existing concourses, which would be demolished. Compared to the existing concourses, the new concourses would provide new larger holdrooms, and improved and expanded concessions, airline lounges, passenger corridors, and administrative offices;
- ▶ Construction of nine aircraft gates, and associated loading bridges and apron areas, along the west side of the new concourses at TBIT;
- ▶ Relocation and consolidation of existing aircraft gates along the east side of TBIT. In conjunction with the demolition of the existing concourses at TBIT, ten new aircraft gates, and associated loading bridges and apron areas, would be constructed along the east side of the new concourses to replace the twelve aircraft gates that currently exist at TBIT;
- ▶ Renovation, improvement, and enlargement of the existing U.S. Customs and Border Protection (CBP) areas within the Central Core of TBIT² ;
- ▶ Renovation, improvement, and enlargement of existing concessions areas, office areas, and operations areas within the central core of TBIT;

¹ "Next Generation Aircraft" is a general term referring to the development and release of new models of commercial aircraft that are larger, more fuel efficient, and incorporate new technology in flight engineering.

² The Central Core of TBIT consists of the large building situated in the center of TBIT, connecting to the north concourse and south concourse at TBIT and to the roadway system within the Central Terminal Area. The Central Core is the area within TBIT where passenger processing activities, such as ticketing, screening, customs check, baggage claim, etc. occurs.

Notice of Preparation (continued)

- ▶ Construction of secure/sterile passenger corridors (i.e., areas allowing only passengers that have gone through security clearance and are subject to FAA or airline security requirements) between Terminals 3 and 4 and TBIT; and
- ▶ Westward relocation of existing Taxiways S and Q³, which are currently located in the area proposed for the new concourses and/or gates.

Additional information regarding each of these improvements is provided below.

TBIT Concourse Improvements

The proposed Project includes construction of a new concourse area at TBIT to replace the existing north and south concourses. The north and south portions of the new concourse would be constructed approximately 130 feet west of the existing concourses, as measured from west face of the existing concourses to the east wall of the proposed concourses, and would be approximately 120 feet wide. New concourse area would also be constructed west of the TBIT central core, connecting with the new north and south concourses, to provide a total new concourse length of approximately 2,300 feet. With the exception of the northernmost 300 feet of the existing north concourse, which would tie into the proposed concourse area, the existing north and south concourses at TBIT would be demolished after completion of the new concourses.⁴ The new concourses would provide larger passenger hold areas than the existing concourses; improved concessions including new food and beverage stores, merchandise stores, airline lounges, passenger corridors, administrative offices, and support space. The new concourse facility would be constructed to current seismic standards which are more stringent than those in existence at the time the existing north and south concourses were constructed in the early 1980s (i.e., California seismic safety building standards were revised following the Northridge Earthquake in 1994).

Aircraft Gates

The development of new gates along the west side of the new concourses includes four gates on the south concourse that would be designed to accommodate Airplane Design Group (ADG) VI aircraft such as the A380 and 747-8⁵, providing passenger loading bridges at the fore and aft of the aircraft as well as an additional loading bridge for the

³ Based on the proximity of the alignments proposed for the two relocated taxiways, relative to the locations of other existing taxiways nearby, it is possible that relocated Taxiways "S" and "Q" would be redesignated as new Taxiways "T" and "S," respectively. That assumption is carried for the purpose of referencing the subject taxiways within the EIR, understanding that the FAA would later determine and assign the actual letter designations for the relocated taxiways.

⁴ The design and construction of the new north concourse would not preclude or constrain the potential development of a new linear concourse in the future, to replace existing Terminals 1, 2 and 3 as anticipated by the approved LAX Master Plan. The new linear concourse would still have an east-west orientation and connect with the TBIT north concourse at it's west end.

⁵ ADG VI generally includes aircraft with a wingspan of between 214 and 262 feet and a tail height of between 66 and 80 feet. It should be noted that all New Large Aircraft (NLA) currently in production are considered to be ADG VI aircraft, but not all ADG VI aircraft are NLA. For example, the Lockheed C-5 Galaxy heavy-duty military transport plane is an ADG VI aircraft. NLA generally refers to the new large aircraft that are proposed for commercial service that meet ADG VI size standards.

Notice of Preparation (continued)

upper level of the A380 aircraft. Figure 4 illustrates how an A380 could be gated with the three loading bridges, with the two forward bridges connect to the lower level and the rear bridge connects to the upper level, and ground service trucks/equipment distributed around the aircraft. At the north concourse, three gates would be developed on the west side and would be designed to accommodate either two ADG VI aircraft or three ADG V aircraft such as the 787, Boeing 747-400, and Airbus A340-- see Figure 3. Two new gates, one designed to accommodate an ADG IV aircraft and the other to accommodate an ADG VI aircraft, would be constructed west of the TBIT Central Core, between the new north and south concourses.

As indicated previously, once the new concourse facility is completed, all of the existing south concourse and most (i.e., approximately 75 percent) of the existing north concourse would be demolished. Ten new gates would then be constructed on the east side of the new concourses to replace the twelve gates on the east side of the existing concourses. The east side of the north concourse would include one ADG VI gate, two ADG V gates, and two ADG III/IV gates (i.e., such as for Boeing 757 and 737 aircraft and Airbus 320 and 319 aircraft), while the east side of the south concourse would include one ADG VI gate, three ADG V gates, and one ADG IV/III gate.

As also indicated above, the new additional gates constructed at TBIT would reduce the use of existing remote gates located in the western portion of the airport, which, in turn, would reduce the existing need to bus passengers and crews between TBIT and the remote gates.

With implementation of the proposed Project, international flights that process passengers through TBIT and that would otherwise use remote gates would instead be routed directly to and from TBIT, thereby eliminating the remote gate busing operations associated with those flights. The development of the new gates along the west side of TBIT would allow existing remote gates to be used for Remain Overnight (RON) aircraft parking and also continue other existing functions such as use of remote gates by aircraft that do not process passengers through TBIT, military and dignitary aircraft operations, etc.

TBIT Central Core

Within the central portion of TBIT, the existing Central Core would be improved and enlarged to provide additional inspection counters, baggage claim units, primary and secondary processing areas, CBP administrative/office areas, and restrooms. Improvements proposed within the TBIT Central Core would also include renovations within the ticket counter area and airline ticket office area, addition of new concessions areas, expansion and improvement of the meeter/greeter area, additional restrooms, and additional general circulation area.

In conjunction with the improvements proposed at the Central Core and also related to the concourse and gate improvements described above, the existing busing operations holdroom at TBIT for passengers and crews being bussed to and from the remote gates would be eliminated. A 28,400 square-foot temporary busing operations holdroom comprised of a pre-engineered metal building would be established at the northern end of the existing north concourse. With the aforementioned construction of new gates on the west side of TBIT and the associated reduction in busing operations to and from the

Notice of Preparation (continued)

remote gates, the demands on the busing operations holdroom would be less than currently exists. The temporary busing operations holdroom would remain in operation until either a new busing operation holdroom of a comparable size is constructed, which could be accommodated in the new south concourse near the Central Core, or the need for a busing operations holdroom is alleviated due to ultimate elimination of the remote gates, as envisioned in the LAX Master Plan. At that time, the temporary busing operations holdroom would be demolished/removed.

In sum, the improvements proposed for the Central Core and the new concourses would include renovations to approximately 240,000 square feet of existing floor area, preservation of approximately 500,000 square feet of existing floor area, and addition of approximately 1,260,000 square feet of new floor area, for a total of approximately 2,000,000 square feet of floor area at TBIT upon Project completion. By comparison, the floor area for the existing TBIT Central Core and concourses is approximately one million square feet.

Secure/Sterile Corridors between TBIT and Terminals 3 and 4

Improvements proposed within TBIT include the addition of secure/sterile corridors connecting TBIT with Terminals 3 and 4 to allow passengers on international arrival flights in those terminals to have direct access to the screening and inspection services within TBIT, instead of the current procedure of deplaning onto busses and being transported to the west side of TBIT for processing.

Taxiways S and Q Westward Relocation

The area along the west side of TBIT that is proposed for the new concourse facility, new gates, loading bridges, and aircraft apron area is currently occupied by Taxiways S and Q and an adjacent service road, which provide aircraft access between the north runway complex and the south runway complex. As part of the proposed Project, both taxiways would be relocated approximately 518 feet to the west (from centerline of existing Taxiway Q to centerline of new Taxiway S), and would be designed and constructed to accommodate ADG VI aircraft.

In order to minimize potential future construction-related disruption of airfield operations in the midfield area, particularly the taxiing and ground movement of aircraft in the midfield area, the proposed Project includes the development of various tunnel segments. The LAX Master Plan includes the development of a secure tunnel system between the future Midfield Satellite Concourse and the Central Terminal Area/TBIT that would provide for the transport of passengers, crews, baggage, utilities, and materials beneath the airfield. Construction of the relocated taxiways for the currently proposed Project would include construction of the middle segments of the two tunnels associated with providing such access to and from the Midfield Satellite Concourse. Constructing the tunnels to coincide with this apron and taxiway reconstruction is a practical consideration, designed to avoid airfield operations disruption and the construction-related impacts that could occur if they were constructed as part of the Midfield Satellite Concourse Project (i.e., having to close much of the midfield area and temporarily remove portions of the new (relocated) taxiways, new TBIT gates, and new aircraft apron areas). Both the end segments of the tunnels, connecting to the Midfield Satellite Concourse, TBIT, and the Central Terminal Area (CTA), would not be

Notice of Preparation (continued)

constructed unless the Midfield Satellite Concourse Project is proposed and approved. In the event that the Midfield Satellite Concourse Project is not approved/developed, the tunnels could be used for the transport of goods, materials, and personnel between TBIT and World Way West. Use of this subsurface corridor would reduce the reliance on the roads within the CTA and vehicle service roads on the airfield for such purposes. Construction of the relocated taxiways and new apron area may include provisions for support structures stemming down below a portion of the taxiways and apron area. These support structures would provide for the development of a construction access route between World Way West and the TBIT Central Core/concourses work area that allows vehicles to pass beneath areas of aircraft movement. Upon completion of Project construction, the areas beneath and around the supports would be backfilled or the construction road and bridges would be left in place to provide operations-related access between TBIT and World Way West, similar to the tunnels described above.

Construction of the relocated taxiways would require the relocation and/or removal of several existing airfield facilities including, in addition to the busing facility described above, various utilities, the existing loading dock at TBIT, seven RON aircraft parking spots, ground service equipment (GSE) storage and maintenance facilities, a ground vehicle fueling station, an airfield operations area (AOA) access control post, all or a part of the aircraft maintenance hangar formerly owned and operated by TWA, the American Airlines Low-Bay Hangar, one or more of the three water deluge tanks located south of the Low-Bay Hangar, a flight kitchen, the Los Angeles Fire Department Station 80/Aircraft Rescue and Firefighting (ARFF) Facility⁶, a vehicle parking lot, the American Eagle Commuter Terminal, and a fuel vault.

Construction Staging, Parking, and Haul Routes

Construction staging for the proposed Project would occur primarily within two areas west of the Project site, as shown in Figure 5. The subject areas include: (1) an existing staging area at the central west end of the airport near Pershing Drive and World Way West that was used in a similar capacity for the South Airfield Improvement Project (SAIP) and is proposed to be used for the Crossfield Taxiway Project; and, (2) an existing staging area at the northwest edge of the airport, near Pershing Drive and Westchester Parkway, which is currently used for the TBIT In-Line Baggage Screening Program construction staging. Two areas are proposed to be used for construction worker parking. One area that would be initially used is the contractor employee parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the Project site, which was used for the SAIP and is proposed to be used for the Crossfield Taxiway Project construction. The other contractor employee parking area is adjacent to the aforementioned construction staging area at the northwest edge of the airport. Project construction workers would be transported to and from the Project job site via a shuttle that travels on the routes shown in Figure 5. Delivery and haul routes for the LAX TBIT Reconfiguration Project would occur on the perimeter of the Airport, primary along Imperial Highway and Pershing Drive. Other parcels at or near

⁶ A new fire station/ARFF would be constructed prior to, and independent of, demolition of the existing ARFF.

Notice of Preparation (continued)

the airport may also be used periodically during the course of Project construction for materials storage and laydown areas; such areas will be identified and addressed within the EIR.

Relationship to LAX Master Plan

The LAX TBIT Reconfiguration Project is one of several projects LAWA is proposing under the LAX Master Plan. The following summarizes the status of various projects related to the LAX Master Plan.

South Airfield Improvement Project (SAIP): The SAIP was the first project to be processed under the LAX Master Plan and was completed in June 2008.

Crossfield Taxiway Project (CFTP): The NOP describing that project was published in early April 2008 and the Draft EIR was published in September 2008.

TBIT Reconfiguration Project: The LAX TBIT Reconfiguration Project is the subject of this NOP. It is anticipated that the Draft EIR will be published in early 2009.

Midfield Satellite Concourse (MSC) Project: The MSC Project is in the early stages of programming and engineering concept development and has not yet begun the CEQA review process.

LAX Specific Plan Amendment Study (SPAS): The SPAS is currently underway to identify and evaluate options to certain elements of the LAX Master Plan referred to as the "Yellow-Light Projects," specifically, the north airfield improvements, the demolition of Terminals 1, 2, and 3, the Ground Transportation Center (GTC), and the Automated People Mover and on-airport roadway improvements associated with the GTC. The NOP for the SPAS EIR was published in March 2008 and it is anticipated that the Draft EIR will be published in fall 2009.

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

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

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

Notice of Preparation (continued)

The Draft EIR will evaluate the changes in on-airfield vehicle traffic associated with the reduction in passenger busing to and from remote gates, which would result from the use of new contact gates at TBIT.

The Draft EIR will also evaluate potential changes to on-airport and off-airport vehicle traffic that are attributable to the proposed Project.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from construction equipment, worker commutes, truck haul/delivery trips, surface paving, taxiway striping, and demolition/material crushing and grading activities (i.e., fugitive dust). Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_x and SO_x), reactive organic gases (ROG), and particulate matter (PM). Additionally, construction activities would emit greenhouse gases, particularly carbon dioxide (CO₂), both directly, such as from construction equipment and activities, and indirectly, such as from electricity consumption, particularly as related to new building floor area within TBIT. Greenhouse gas emissions would also be affected by changes in the routing of aircraft to and from new contact gates at TBIT in place of existing remote gates, by greatly reducing passenger busing. The Draft EIR will address the air quality impacts associated with the proposed Project and will delineate mitigation measures to reduce any significant impacts. In conjunction with the air quality impacts analysis, the Draft EIR will address the potential carcinogenic, long-term, and acute human health risks associated with toxic air contaminants (TACs) from construction activities, such as diesel particulate matter.

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

Surface Water Quality - Construction of the Project would result in the potential for short-term impacts to surface water (i.e., storm runoff) quality, due to grading and other temporary surface disturbance. The Draft EIR will address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best Management Practices - "BMPs") that are proposed to address those impacts. The majority of the Project area is currently paved/improved and occupied by airfield operations; hence, the improvements proposed in those areas are not expected to result in a notable adverse change in long-term hydrology or water quality characteristics.

Biological Resources – Construction of the proposed improvements would include certain areas in the western portion of the airport that are undeveloped and vegetated. While these areas were evaluated in the LAX Master Plan Final EIR, the TBIT Reconfiguration Project Draft EIR will include a field survey of existing conditions and will address the potential for impacts to biological resources.

In addition to the topics described above, the Draft EIR for the Project will include a summary of other relevant environmental topics that were previously addressed in the

Notice of Preparation (continued)

LAX Master Plan EIR. The Draft EIR will also delineate all applicable Master Plan Commitments, Mitigation Measures, and other requirements set forth in the LAX Mitigation Monitoring and Reporting Program (MMRP).

Portions of the Project site have known or potential subsurface contamination, including as identified on lists enumerated under Section 65962.5 of the California Government Code. Such contamination was generally identified and addressed in the LAX Master Plan Final EIR, at which the TBIT Reconfiguration Project Draft EIR will update and supplement the subject analysis.

Comments regarding the scope and content of the LAX TBIT Reconfiguration Project Draft EIR must be submitted in writing to LAWA no later than Wednesday, January 28, 2009. The subject Draft EIR is anticipated to be completed by spring 2009, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

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



Prepared by: CDM, 2008.

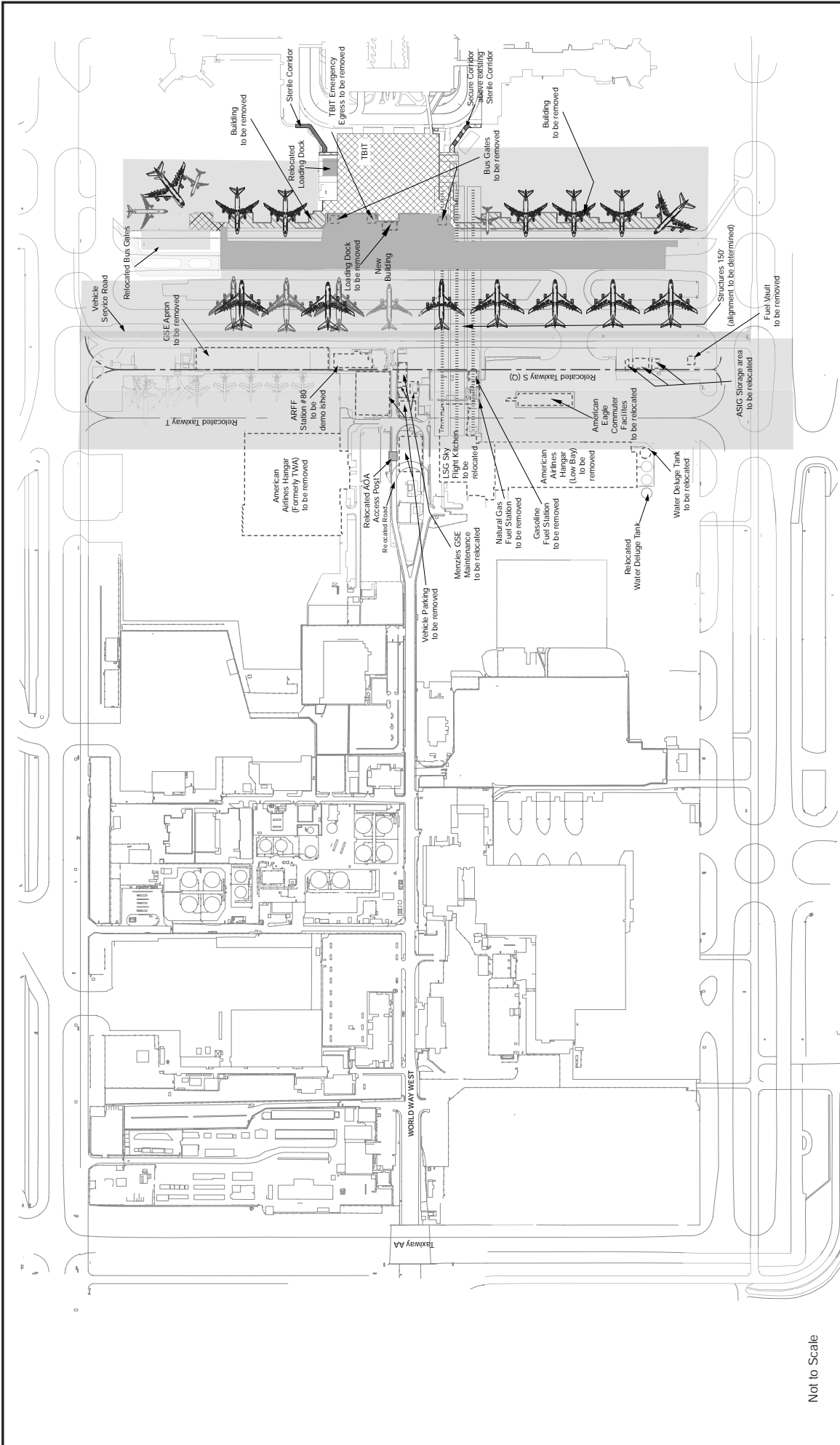


north
Not to Scale

Prepared by: CDM, 2008.

TBIT Reconfiguration Project EIR NOP

Existing Airport



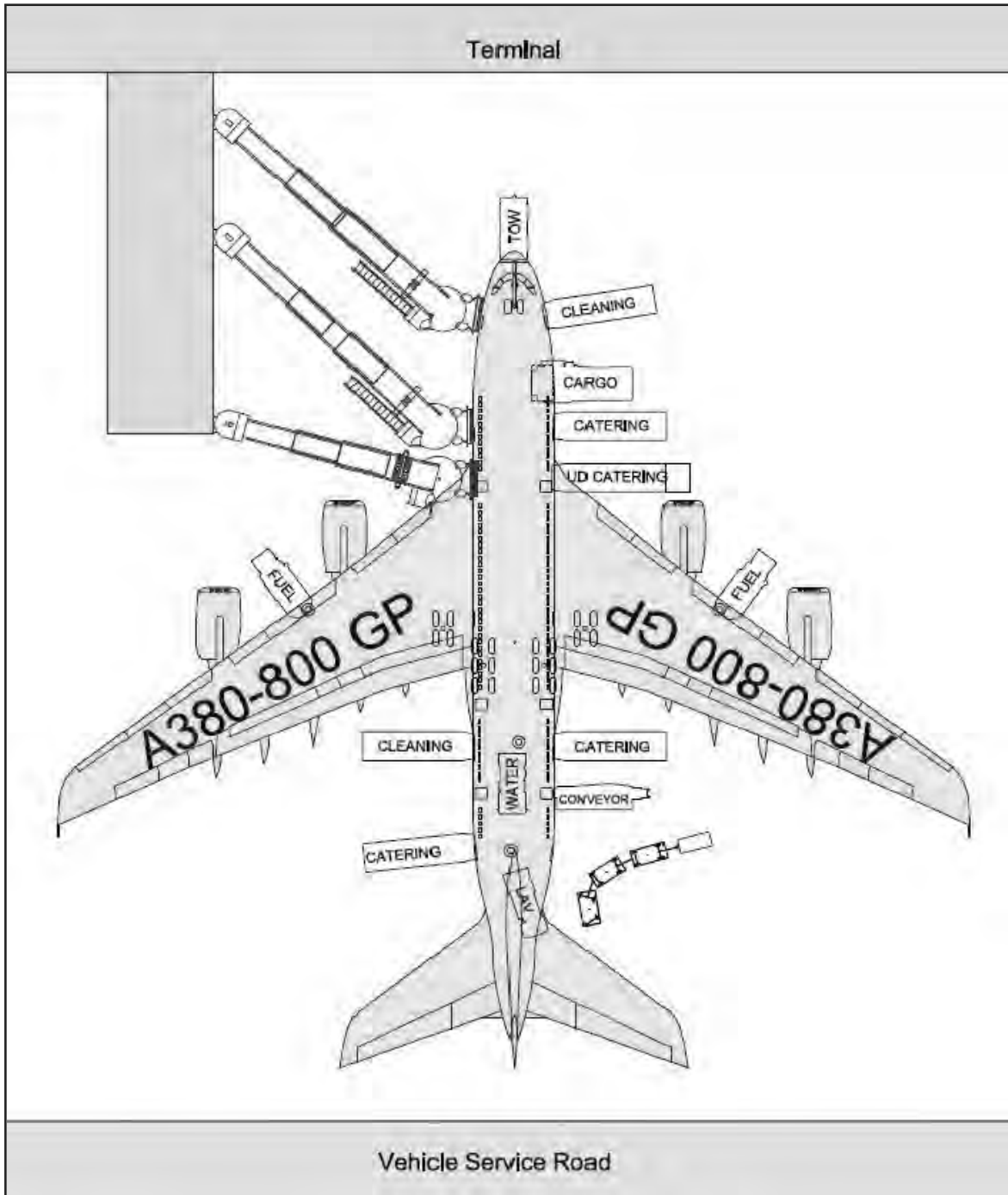
Not to Scale

Source LA Development Program
Date December 8 008

TBIT Reconfiguration Project EIR NOP

Project Site Plan

Figure 3



north

Not to Scale

Prepared by: CDM, 2008.

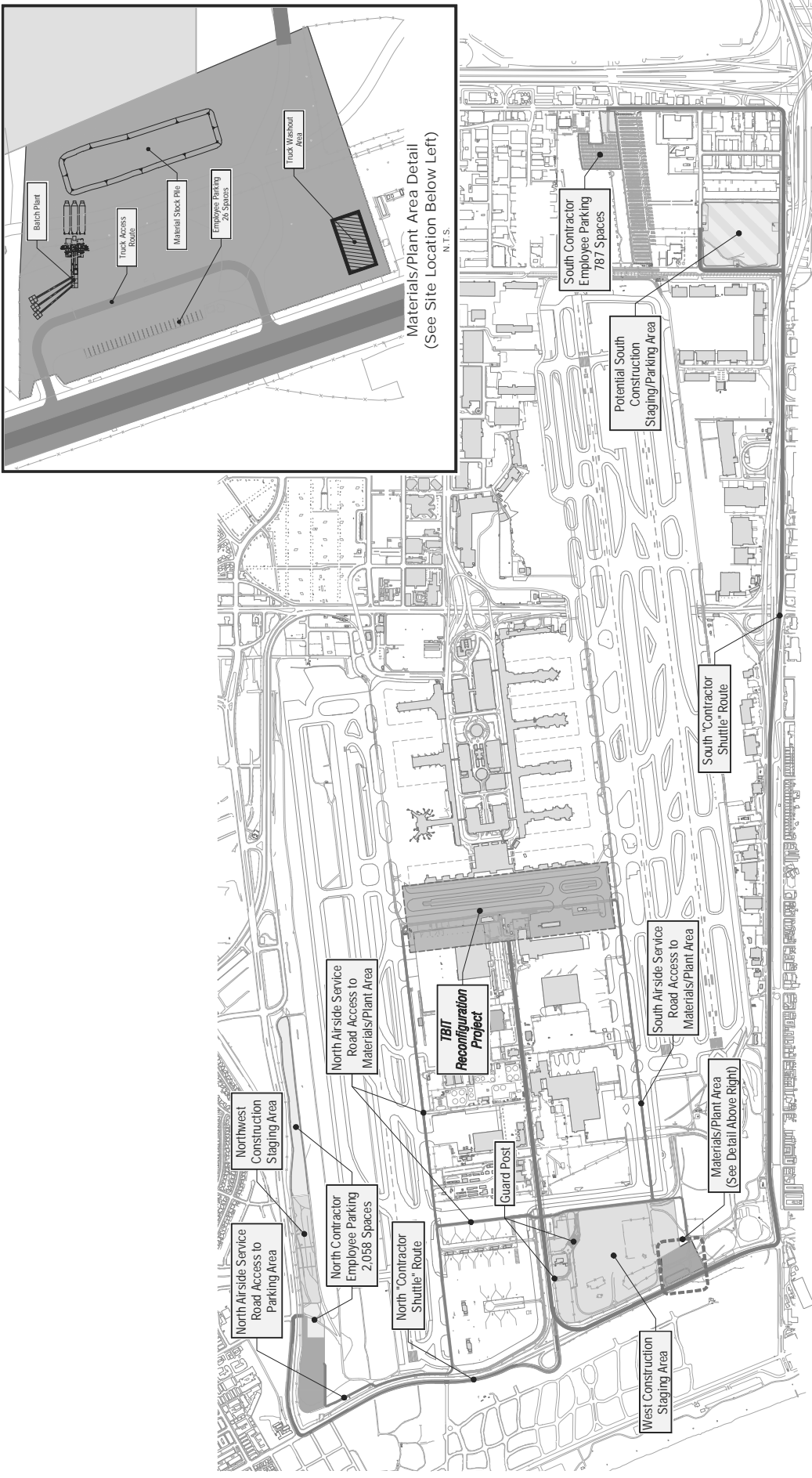
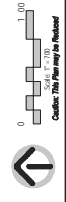


Figure 5

TBIT Reconfiguration Project
Construction Parking and Staging Areas

TBIT Reconfiguration Project EIR NOP

Source LA Development Program
Date December 8 008





STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR



CYRILIA BRYANT
DIRECTOR

Notice of Preparation

December 18, 2008

To: Reviewing Agencies
Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project
SCH# 2008121080

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 91406

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

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

Sincerely,

Scott Morgan
Assistant Deputy Director, Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

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

Document Details Report
State Clearinghouse Data Base

SCH# 2008121080
Project Title Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project
Lead Agency Los Angeles World Airports

Type NOP Notice of Preparation

Description The proposed project provides for certain improvements identified in the approved LAX Master Plan, particularly as related to supporting the airport's ability to effectively and efficiently accommodate Next Generation Aircraft, such as the Airbus A380, Boeing 787, and Boeing 747-8. Airlines that have added, or will soon be adding, such aircraft to their fleet are anticipated to start scheduled service at LAX in the near future.

Lead Agency Contact

Name Dennis Quilliam
Agency Los Angeles World Airports
Phone 310-646-7614 Fax
email
Address 7301 World Way West, 3rd Floor State CA Zip 91406
City Los Angeles

Project Location

County Los Angeles
City Los Angeles, City of
Region World Way West
Cross Streets 33° 56' N / 118° 24' W
Parcel No.
Township Range Section Base

Proximity to:

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

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Noise; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Supply; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game; Region 5; Office of Emergency Services; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans District 7; Air Resources Board; Airport Projects; Department of Fish and Game; Region 4

Date Received 12/18/2008 Start of Review 12/18/2008 End of Review 01/15/2009

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



NATIVE AMERICAN HERITAGE COMMISSION

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e-mail: ds_nahc@pacbell.net

December 24, 2006

Mr. Dennis Quilliam, City Planner
LOS ANGELES WORLD AIRPORTS
7301 World Way West, 3rd Floor
Los Angeles, CA 911406

Re: SCH#2008121086, CEQA, Notice of Preparation, NEPA, draft Environmental Impact Report (DEIR), Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project, Los Angeles County, California

Dear Mr. Quilliam:

The Native American Heritage Commission (NAHC) is the state trustee agency pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a "significant effect" requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(1)(C) CEQA guidelines. Section 15392 of the 2007 CEQA Guidelines defines a significant impact on the environment as a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including objects of historic or aesthetic significance. In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the area of potential effect (APE) and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- Contact the appropriate California Historic Resources Information Center (CHRIS) for possible "recorded sites" in locations where the development will or might occur.
Contact information for the information Center nearest you is available from the State Office of Historic Preservation (916)653-7278 by dialing 0162/0163/0164/0165. The record search will determine:
If a part or the entire APE has been previously surveyed for cultural resources.
If any known cultural resources have already been recorded in or adjacent to the APE.
If the probability is low, moderate, or high that cultural resources are located in the APE.
If a survey is required to determine whether previously unrecorded cultural resources are present.
If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
The Native American Heritage Commission (NAHC) performed:
A Sacred Lands File (SLF) search of the project area of potential effect (APE). The results. No known Native American Cultural Resources were identified. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list.
The NAHC advises the use of Native American Monitors, also, when professional, archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources. In some cases, the existence of a Native American cultural resource may be known only to a local tribe(s) or Native American individuals or elders.
Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) § 15064.5 (f).
In areas of identified archeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

NOT DISTRIBUTION LIST

Resources Agency

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

Fish and Game

- Dept. of Fish & Game Scott Flint Environmental Services Division
Fish & Game Region 1 Donald Koch
Fish & Game Region 1E Laune Hornberger

- Fish & Game Region 2 Jeff Drongosen
Fish & Game Region 3 Robert Floerke
Fish & Game Region 4 Julie Vance
Fish & Game Region 5 Don Chadwick Habitat Conservation Program
Fish & Game Region 6 Gabriela Galchiel Habitat Conservation Program
Fish & Game Region 6 I/M Gabriela Gutchiel Inyo/Mono, Habitat Conservation Program
Dept. of Fish & Game M George Isaac Marine Region

Other Departments

- Food & Agriculture Steve Shaffer Dept. of Food and Agriculture
Dept. of General Services Public School Construction
Dept. of General Services Anna Gerbelf Environmental Services Section
Dept. of Public Health Veronica Malloy Dept. of Health/Drinking Water

Independent Commissions/Boards

- Delta Protection Commission Debby Edgy
Office of Emergency Services Dennis Castrillo
Governor's Office of Planning & Research State Clearinghouse
Native American Heritage Comm. Debbie Tresway

County: LOS ANGELES

- Public Utilities Commission Leo Wong
Santa Monica Bay Restoration Guangyu Wang
State Lands Commission Marina Brand
Tahoe Regional Planning Agency (TRPA) Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics Sandy Hesnard
Caltrans - Planning Terri Penovic
California Highway Patrol Shirley Kelly Office of Special Projects
Housing & Community Development CEQA Coordinator Housing Policy Division

Dept. of Transportation

- Caltrans, District 1 Rex Jackman
Caltrans, District 2 Marcelino Gonzalez
Caltrans, District 3 Bruce de Terra
Caltrans, District 4 Usa Carboni
Caltrans, District 5 David Murray
Caltrans, District 6 Michael Navarro
Caltrans, District 7 Elmer Alvarez

- Caltrans, District 6 Dan Kopulsky
Caltrans, District 8 Gayle Rosander
Caltrans, District 10 Tom Dumas
Caltrans, District 11 Jacob Armstrong
Caltrans, District 12 Ryan P. Chamberlain

Cal EPA

Air Resources Board

- Airport Projects Jim Lerner
Transportation Projects Douglas Ito
Industrial Projects Mike Tollstrup

California Integrated Waste Management Board

- Sue O'Leary
State Water Resources Control Board Regional Programs Unit Division of Financial Assistance

State Water Resources Control Board

- Student Intern, 401 Water Quality Certification Unit Division of Water Quality
State Water Resources Control Board Steven Hemers Division of Water Rights
Dept. of Toxic Substances Control CEQA Tracking Center
Department of Pesticide Regulation CEQA Coordinator

County: SUTTER

Regional Water Quality Control Board (RWQCB)

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

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NANC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave items.
 - √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
 - √ Lead agencies should consider avoidance, as defined in §15320 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Simoneh

 Dave Singleton
 Program Analyst

Attachment: List of Native American Contacts

Native American Contacts
 Los Angeles County
 December 24, 2008

Charles Cooke 32835 Santiago Road Action, CA 93510 (661) 733-1812 - cell suscol@intox.net	Chumash Fernandeno Tataviam Kitanemuk	TIAI Society Cindi Alvitre 8515 E. Seaside Walk, #C Long Beach, CA 90803 calvitre@yahoo.com (714) 504-2468 Cell	Gabrielino
Beverly Salazar Folkes 1331 Shadybrook Drive Thousand Oaks, CA 91362 805 492-7255 (805) 558-1154 - cell folkes9@msn.com	Chumash Tataviam Fernandeno	Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Admin. tattniaw@gmail.com 310-570-6567	Gabrielino Tongva
Fernandeno Tataviam Band of Mission Indians William Gonzales, Cultural/Environ Depart 601 South Brand Boulevard, Suite 102 San Fernando, CA 91340 ced@tataviam.org (818) 837-0794 Office (818) 581-9293 Cell (818) 837-0796 Fax	Fernandeno Tataviam	Kitanemuk & Yowlumne Tejon Indians Delia Dominguez 981 N. Virginia Covina, CA 91722 (626) 339-6785	Yowlumne Kitanemuk
Owl Clan Qun-tan Shup 48825 Sapaque Road Bradley, CA 93426 (805) 472-9536 (805) 835-2382 - CELL	Chumash	Diane Napoleone and Associates Diane Napoleone 6997 Vista del Rincon La Conchita, CA 93001 dnaassociates@sbcglobal.net	Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH2008121080; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project; Los Angeles County, California.

Native American Contacts
Los Angeles County
December 24, 2008

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@live.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Gabrieleño/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva
Carol A. Pulido
165 Mountainview Street
Oak View, CA 93022
805-649-2743 (Home)

Randy Guzman - Folkes
4577 Alamo Street, Unit C
Simi Valley, CA 90083
ndrandy@hotmail.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Gabrielino Tongva Nation
Sam Duniap, Tribal Secretary
P.O. Box 89908
Los Angeles, CA 90086
samduniap@earthlink.net
(909) 262-9351 - cell

Gabrielino Tongva

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 70581.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Code and Section 5097.96 of the Public Resource Code.
This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SC#H2008121060; CEQA Notice of Preparation (NOP), draft Environmental Impact Report (DEIR) for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project, Los Angeles County, California.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqcmd.gov

December 24, 2008

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

Dear Mr. Quilliam:

**Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the
Los Angeles International Airport Tom Bradley International Terminal
Reconfiguration Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqcmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

Mr. Dennis Quilliam

-2-

December 24, 2008

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aguide/aguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/eh/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS-DG-AK
LAC081219-02AK
Control Number

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD.SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION DISTRICT 7, OFFICE OF PUBLIC TRANSPORTATION AND REGIONAL PLANNING

IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

January 6, 2008

IGR/CEQA NOP CS/081239
Los Angeles International Airport (LAX)
Tom Bradley International Terminal Project
Vic. LA-1-26.89, 105-0.0, SCH# 2008121080

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

Dear Mr. Quilliam:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the Tom Bradley International Terminal Reconfiguration Project at LAX. Based on the information received, we have the following comments:

Caltrans is a responsible agency in respect to State Highways, including but not limited to State Route 1 (Sepulveda Boulevard/Lincoln Boulevard), I-105 (Glenn Anderson Freeway and I-405 San Diego Freeway).

A traffic study will be needed to evaluate the Tom Bradley International Terminal Reconfiguration project at build-out. Since significantly larger aircraft will be landing at LAX using the Tom Bradley terminal, it is anticipated that peaks in regional ground access trips would be created and these peaks would have a significant impact on local freeways such as the I-405 and I-105 Freeways as well as State Route 1 (SR-1) Sepulveda Boulevard/Lincoln Boulevard. We recommend that realistic estimates of project trips be used when calculating the transportation demand caused by the future deployment and landings of new next generation aircraft and New Large Aircraft (NLA) at LAX. The traffic study should include, but not be limited to:

- Trip generation, trip distribution, mode choice, and trip assignment.
- Traffic volumes and level-of-service calculations will be needed for major intersections and for affected freeway on/off-ramps. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis.

The use of the HCM methodology should be used when analyzing mainline freeway operations and impacts to affected freeway ramps. The HCM 2000 methodology should be used when calculating LOS for signalized intersections. For threshold of significance, please refer to the Caltrans Guide for the Preparation of Traffic Impact Studies on the Internet at:

www.dot.ca.gov/hq/traffops/development/operationalsystems/reports/tisguide.pdf

Caltrans improves mobility across California

Mr. Dennis Quilliam
January 6, 2008
Page Two

The project traffic study should analyze potentially significant impacts as a result of cumulative traffic impacts to the I-405 San Diego Freeway and I-105 Glenn Anderson Freeway mainline facility and freeway on/off-ramps. Freeway operational analyses should include mainline freeways, interchanges and on/off-ramps. Existing, project and project plus cumulative, and future 2030 freeway conditions will need to be evaluated.

If the Traffic Impact Study identifies significant project related or cumulative traffic impacts to the I-405 and I-105 freeways and to State Route 1, then feasible traffic mitigation measures should be applied. In lieu of project traffic mitigation measures, Caltrans will accept an equitable share funding contribution for Future State highway projects. Any proposed Transportation improvement projects involving State Highways, which are expected to cost over \$1 million, will need a Caltrans Project Study Report (PSR).

We recommend that the local agency initiate relinquishment proceedings to turn over control of State Route 1 Sepulveda Boulevard/Lincoln Boulevard from the State over to the City. The highway segment that will be impacted by the project includes, but is not limited to the State Route 1 (SR-1) segment between the I-105 Freeway to the south and Lincoln Boulevard/Manchester Avenue to the north.

Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit. We recommend that the contractor avoid platooning of truck trips on mainline freeways, freeway on/off-ramps and at freeway ramp interchanges.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 081239/CS.

Sincerely,

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052



FEMA

January 8, 2009

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

Dear Mr. Quilliam:

This is in response to your request for comments on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project in the City and County of Los Angeles, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the City (Community Number 060137) and County (Community Number 065043) of Los Angeles. Map revised September 26, 2008. Please note that the City and County of Los Angeles, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1) through A30 as delineated on the FIRM, must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

www.fema.gov



<http://www.dfg.ca.gov>
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

Dennis Quilliam, City Planner
Page 2
January 8, 2009

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Los Angeles floodplain manager can be reached by calling Mark Pestrella at (626) 458-5100. The County of Los Angeles floodplain manager can be reached by calling George De La O at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie, Senior Floodplanner of the Mitigation staff at (510) 627-7190.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

- cc:
- Mark Pestrella, Assistant Deputy Director, Department of Public Works, City of Los Angeles
 - George De La O, Senior Civil Engineer, Los Angeles County, Department of Public Works, Watershed Management Division
 - Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern District
 - Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX
 - Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov



January 14, 2009

Ms. Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 91406

**Notice of Preparation of a
Draft Environmental Impact Report for
Los Angeles International Airport Tom Bradley International Terminal
Reconfiguration Project
SCH # 2008121081
Los Angeles County**

Dear Mr. Quilliam:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP), for a Draft Environmental Impact Report (DEIR). The DEIR involves implementing construction improvements approved by the LAX Master Plan relating to supporting the airport's ability to accommodate next generation aircraft. The project will include work within existing terminal areas as well as expansions into undeveloped land adjacent to the airport. The Project is located at the Los Angeles LAX Airport, City of Los Angeles.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
- a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.

Mr. Dennis Quilliam
January 14, 2009
Page 3

elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with offsite mitigation locations clearly identified.

b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed

Mr. Dennis Quilliam
January 14, 2009
Page 5

questions and for further coordination on the proposed project.

Sincerely,

Terri Dickerson
Senior Environmental Scientist

Attachments

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Mr. Matt Chirdon, Pasadena
Ms. Jamie Jackson, Altadena
HabCon-Chron
Department

State Clearinghouse, Sacramento

SPH:sp
sharris/LAX Tom Bradley Terminal Reconfiguration.NOP 2009

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Plant Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983, Revised May 8, 2000
Revised October 22, 2008

INTRODUCTION

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, how field surveys should be conducted, what information should be contained in the survey report, and who should be considered qualified to conduct such surveys. Although these guidelines are not mandatory, they are designed to avoid delays caused when inadequate biological information is provided during the environmental review process¹. Their use is intended to maximize the limited resources of the review agencies, to meet the California Environmental Quality Act (CEQA) requirements for adequate disclosure of potential impacts, and to conserve public trust resources.

DEPARTMENT OF FISH AND GAME TRUSTEE AGENCY MISSION

The mission of the Department of Fish and Game (DFG) is to manage California's diverse wildlife and native plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. DFG has jurisdiction over the conservation, protection, and management of wildlife, native plants, and habitat necessary to maintain biologically sustainable populations (Fish and Game Code § 1802). DFG, as trustee agency under CEQA §15386, provides expertise to review and comment upon environmental documents and makes recommendations regarding potential negative impacts to those resources held in trust for the people of California.

Furthermore, certain species are in danger of extinction because their habitats are threatened with destruction, adverse modification, or severe curtailment, or because of other factors. The California Endangered Species Act (CESA) provides additional protections for such species, including take prohibitions (Fish and Game Code § 2050 *et seq.*). DFG has the authority to issue permits for the take of species listed under CESA, if the take is incidental to an otherwise lawful activity, and DFG has determined that the impacts of the take have been minimized and fully mitigated, and the take would not jeopardize the continued existence of the species (Fish and Game Code § 2081).

DEFINITIONS

Botanical surveys are conducted to determine the potential environmental effects of proposed projects on all special status plants and natural communities as required by law (i.e., CEQA, CESA, and Federal Endangered Species Act (ESA)).

For the purposes of this document, **special status plants** include all species that meet one or more of the following criteria²:

¹ DFG issues incidental take permits to allow take of a listed species incidental to an otherwise lawful activity (CESA § 2081(b)). Surveys are one of the preliminary steps to identify the presence or absence of a listed species. It is important that surveys provide sufficient information to allow DFG to formulate measures to ensure that take is minimized and fully mitigated and show that issuance of the take permit will not jeopardize the continued existence of a listed species. The guidelines are designed to increase the likelihood that the necessary information is provided to DFG.

² Adapted from the East Alameda County Conservation Strategy available at http://www.fws.gov/sacramento/EACCS/Documents/080228_Species_Evaluation_EACCS.pdf

1. SURVEY OBJECTIVES

Field surveys should be conducted in a manner that will locate any special status species as well as any special status natural communities that may be present. Surveys should be **floristic in nature**, meaning that every plant taxon that occurs on site is identified to the species, subspecies, or variety necessary to determine rarity and listing status. "Focused surveys" that are limited to habitats known to support special status species or are restricted to lists of likely potential species are not considered floristic in nature and are not adequate to identify all plant taxa on site to the level necessary to determine rarity and listing status. A complete list of plants and natural communities that occur on the site should be included in every botanical survey report. An indication of the prevalence the species and communities on the site is also useful.

2. SURVEY PREPARATION

Before field surveys are conducted, relevant botanical information in the general project area should be compiled to provide a regional context for the investigators. Generally, vegetation and habitat types potentially occurring in the project area should be identified based on biological and physical properties of the site and surrounding ecoregion³, unless a larger assessment area is appropriate. A list of special status plants with the potential to occur within these vegetation types should then be developed. This list can serve as a tool for the investigators and facilitate the use of reference sites; however, special status plants on site might not be limited to those on the list. Field surveys and subsequent reporting should be comprehensive and floristic in nature and not restricted to or focused only on this list. The list of potential special status species, and the list of references used to compile the background botanical information for the site, should be included in the survey report.

3. FIELD SURVEY METHOD

Surveys should be conducted using **systematic field techniques** in all habitats of the site to ensure thorough coverage of potential impact areas. The level of effort required per given area and habitat is dependent upon the vegetation and its overall diversity and structural complexity, which determines the distance at which plants can be identified. Surveys should be conducted by walking over the entire site to ensure thorough coverage, noting all plant taxa observed. The level of effort should be sufficient to provide comprehensive reporting. For example, one person-hour per eight acres per survey date is needed for a comprehensive field survey in a grassland with medium diversity and moderate terrain⁴, with additional time allocated for species identification.

4. SURVEY EXTENT

Surveys should be comprehensive **over the entire site**, including areas that will be directly or indirectly impacted by the project. Surveys should not be restricted to known the California Natural Diversity Data Base (CNDDB) rare plant locations.

5. TIMING AND NUMBER OF VISITS

Surveys should be conducted in the field at the time of year when species are both evident and identifiable. Usually, this is during flowering or fruiting. Visits should be spaced throughout the growing season to accurately determine what plants exist on site. Many times this may involve multiple visits to the same site (e.g., in early, mid, and late-season for flowering plants) to capture the floristic diversity at a level necessary to determine if special status plants occur⁵. The timing and number of visits are determined by geographic location, the natural communities present, and the weather patterns of the year(s) in which the surveys are conducted.

³ Ecological Subregions of California, available at <http://www.fws.gov/56/projects/ceqa/regions/loc.htm>

⁴ Adapted from U.S. Fish and Wildlife Service kit fox survey guidelines available at www.fws.gov/sacramento/docs/kitfox_no_protocol.pdf

⁵ U.S. Fish and Wildlife Service Survey Guidelines available at http://www.fws.gov/ventura/speciesandpopulations_guidelines/69ps/botanicalinventorlists.pdf

9. NEGATIVE SURVEYS

Adverse conditions may prevent investigators from determining the presence of, or accurately identifying, some species in potential habitat of target species. Disease, drought, predation, or herbivory may preclude the presence or identification of target species in any given year. Investigators should discuss such conditions in the report.

The failure to locate a known special status plant occurrence during one field season does not constitute evidence that this plant occurrence no longer exists at this location, particularly if adverse conditions are present. Visits to the site in more than one year are needed to substantiate a negative survey. For example, surveys in a number of years may be necessary if the species is an annual plant known not to germinate every year. To further substantiate negative findings for a known occurrence, a visit to a nearby reference site may ensure that the timing of the survey was accurate.

REPORTING AND DATA COLLECTION

For comprehensive, systematic surveys where no special status species are determined to be present, reporting and data collection responsibilities for investigators remain as described below, excluding specific occurrence information.

10. FIELD SURVEY FORMS

When a special status plant or natural community is located, a California Native Species (or Community) Field Survey Form¹⁰ or equivalent written report, accompanied by a copy of the relevant portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the CNDDDB. Locations documented by use of global positioning systems (GPS) should be presented in map and digital form. Data submitted in digital form must include the datum¹¹ in which it was collected. If a previously undescribed, but suspected special status natural community occurs on the site, it should be documented with a Rapid Assessment or Relevé form¹² and submitted with the CNDDDB form.

11. VOUCHER COLLECTION

Voucher specimens provide verifiable documentation of species presence and identification as well as a public record of conditions. This information is vital to all conservation efforts. Voucher collections should be conducted in a manner that is consistent with conservation ethics, and is in accordance with applicable state and federal permit requirements. Voucher collections of special status species (or suspected special status species) should be made only when such actions would not jeopardize the continued existence of the population of species.

Voucher specimens should be deposited at an indexed regional herbarium¹³ no later than 60 days after the collections have been made. Digital imagery can be used to supplement plant identification and document habitat. All relevant permittee names and permit numbers should be recorded on specimen labels. A collecting permit issued by the Habitat Conservation Branch of DFG is required prior to the collection of State-listed plant species.

¹⁰ <http://www.dfg.ca.gov/biospecdata/>

¹¹ NAD83, NAD27 or WGS84

¹² <http://www.dfg.ca.gov/biogeodist/cm3db>

¹³ For a complete list of indexed herbaria, see: Holmgren, P., N. Holmgren and L. Barnett, 1990. Index Herbariorum, Part 1: Herbaria of the World. New York Botanic Garden, Bronx, New York. 693 pp. Or: <http://www.nybg.org/bgscl/hb.html>

QUALIFICATIONS

Botanical consultants should possess the following qualifications:

- Knowledge of plant taxonomy and natural community ecology;
- Familiarity with the plants of the area, including special status species;
- Experience conducting floristic field surveys or experience with floristic surveys conducted under the direction of an experienced surveyor;
- Familiarity with the appropriate state and federal statutes related to plants and plant collecting, and,
- Experience with analyzing impacts of development on native plant species and natural communities.

SUGGESTED REFERENCES

- Borham, C.D. 1988. *Measurements for Terrestrial Vegetation*. John Wiley and Sons, Inc.
- California Native Plant Society. *Inventory of Rare and Endangered Plants of California*
- California Natural Diversity Database. Most recent version. Special Vascular Plants, Bryophytes and Lichens List. Updated quarterly. Available at www.dfg.ca.gov
- Eitzing, C.L., D.W. Sailer, and J. Willoughby. 1998. "Measuring and Monitoring Plant Populations," U.S. Dept. of the Interior, Bureau of Land Management.
- Mueller-Dombois, D. and H. Ellenberg. 1974. *Aims and Methods of Vegetation Ecology*. John Wiley and Sons, Inc.
- Sawyer, J. and T. Keeler-Wolf. 2005. *A Manual of California Vegetation*.
- U.S. Fish and Wildlife Service, *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed Plants on the Santa Rosa Plain*.
- U.S. Fish and Wildlife Service, *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed Proposed and Candidate Plants*.
- Van der Maarel, Eddy. 2005. *Vegetation Ecology*.



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DEPARTMENT OF TRANSPORTATION

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January 15, 2009

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

Dear Mr. Quilliam:

Los Angeles World Airport's Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport, Tom Bradley International Terminal Reconfiguration Project: SC#H# 2008121080

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

The proposal is for certain improvements identified in the approved Los Angeles International Airport (LAX) Master Plan, particularly related to supporting the airport's ability to effectively and efficiently accommodate Next Generation Aircraft, such as the Airbus A380, Boeing 787, and Boeing 747-8. The improvements proposed in this project are the Bradley International Terminal Reconfiguration.

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

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

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

"Caltrans improves mobility across California."

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

Rank	Community Name
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizona Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

Mr. Dennis Quilliam
January 15, 2009
Page 2

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

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse

"Caltrans improves mobility across California"

From the desk of
Ms. Ruth Wiggins

1-23-09

Please send a
copy of the NOP

To:



Ms. Ruth Wiggins
3855 Thornton Rd., Unit C
Irvine, CA 92618

Thanks for the
Notice of Preparation

R 1/26/09

Sent copy of
Full NOP 1/26/09



Alex Weir, Jr., Ph.D.
8229 Billovista Drive
Playa del Rey, CA 90293
310-306-9756 and Alex.Weir@gmail.com

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

January 24, 2009

Dear Mr. Quilliam,

As stated on Page 8 of the January 22 edition of The Argonaut, public comments will be included in the Draft Environment Impact Report (EIR) to be published by March 31, 2009. My comment is that the Draft EIR should indicate that actual measurements of some aspects of the current air quality will be made before the final EIR is published.

My credentials in air quality include a Ph.D. in Chemical Engineering from the University of Michigan, followed by faculty appointments as a Lecturer, then as Assistant Professor. I was later employed by Southern California Edison Co. for 17 years, first as Principal Scientist of Air Quality, then as Manager, Systems Research and Development, and finally as Chief Research Scientist. I have presented (and published) some 44 papers on various aspects of Air Quality at symposia sponsored by the United Nations World Health Organization, the US Environmental Protection Agency, the Electric Power Research Institute and at least 3 national scientific societies. I was present when the head of Air Quality for the State of Nevada testified before the Nevada Legislature that "we must change our law on smoke opacity because of Dr. Weir's research." The EPA later followed suit. I am also the inventor of The WEIR Scrubber, a device that prevents small particulate matter and sulfur dioxide from entering the atmosphere from coal fired power plants, causing acid rain. My invention is now operating in 5 states, removing on an average of 80 TONS PER HOUR of sulfur dioxide and much more particulate matter 24 hours/day, 7days a week. This device was the first flue gas desulfurization system in the United States to meet the National Academy of Science/National Academy of Engineering for "Operation Reliability". Later the Weir Scrubber in Arizona won Power's Environmental Protection Award and the one in Indiana was awarded EPA Region V's "Excellence in Sulfur Dioxide Control" award. Several years ago, The EPA's National Director of Air Quality Control nominated me for

The National Inventors Hall of Fame and the nomination was seconded by the American Chemical Society and the American Institute of Chemical Engineers. All of these details of my background are included to show that I am qualified to request that air quality measurements should be made now. Specifically, please publish in the draft EIR:

"Measurements of the amount and size (under 10 microns, under 2.5 microns, and under 1.0 micron diameter) of solid particulate matter contained in a specific volume of air will be made by June 1, 2009 over a 24 hour period at two locations Westchester Parkway at Falmouth Ave and at Westchester Parkway and Pershing Drive. These measurements will establish a baseline prior to the start of construction of the Bradley Terminal Expansion and the new parking lot for 2056 vehicles reportedly to be constructed at Westchester Parkway and Falmouth Ave."

The EPA and other organizations have stated that when small particles are inhaled, they remain in the lungs and sometimes result in cancer or other disease. The people "Most at Risk" are children and elderly people. Both the Paseo del Rey Grade school and the St. Bernard High School (and many condominium complexes) are located near Falmouth and the Westchester Pkwy. Measurements at Pershing Drive and Westchester Pkwy should capture some of the particulate matter emitted by aircraft on takeoff which leaves the "black goopy stuff" over most of Playa del Rey. Many elderly people (at least 8 on my block alone) live in Playa del Rey as well as children and other adults. All breathe this air.

Sincerely,

Alex Weir, Jr., Ph.D.

Former President, Civic Union of Playa del Rey
cc. Councilman Bill Rosendahl, Los Angeles City Council
Dr William Burke, Chairman, South Coast Air Quality Mgmt District
Ms Maureen Kane, South Coast Air Quality Mgmt District
Dr. James Goldstene, Executive Officer, California Air Resources Board
Ms Mary Nichols, Chair, California Air Resources Board
The Honorable Barbara Boxer, United States Senate
Editor, The Argonaut

ARSAC Alliance for a Regional Solution to Airport Congestion
 322 Calver Blvd., #231 Playa del Rey, CA 90293
 310 641-1199 info@regional-solution.org

January 26, 2009

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

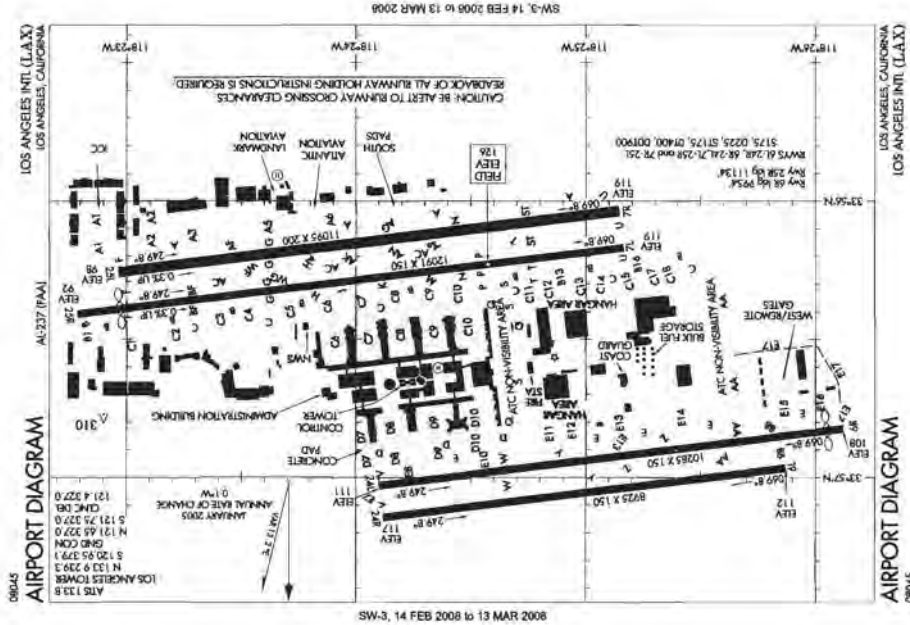
Comments to NOP of DEIR for TBIT Reconfiguration (No. AD-043-08)

Dear Mr. Quilliam:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, is responding to the comments requested for the subject NOP.

We would like the DEIR to examine the following:

1. There was a North/South runway located approximately near the subject site. This former runway caused additional costs to be incurred for the South Airfield Improvement Project (SAIP). Does LAVA know where the former runway is located?
2. What toxics such as jet fuel, oil, Skydrol, etc. are in this area? Which of these toxics need to be remediated? What method or methods will be used for each?
3. What sewer lines, pipes and utilities are located at the subject site? Will any of these need to be relocated?
4. In reference to Questions 2 and 3, what mitigations will be made for contaminated soil? Where will any contaminated soil be relocated? What processes will be used to treat the contaminated soil?
5. What morphological issues (study of shape, size, texture and phase distribution of physical objects) impacts the potential structures? Is the soil stable to support the proposed structures? Are there any potential issues with sinkholes?
6. Where are the proposed tunnels shown on Figure 3 of the Project Site Plan in the NOP? These are not marked. To what depth (measured from the surface to the top of the tunnel) will the tunnels be dug? What are the height, width and length of each tunnel?
7. What is the passenger capacity for the holdrooms for each gate?
8. What other alternatives have been considered for construction related parking? Why is new parking being proposed on the northwest corner of the airport for construction workers when the SAIP construction workers had used Parking Lot B? If new construction parking lots are created, then what schedule will be followed to eliminate those parking lots once the subject project has been completed?
9. What other alternatives have been considered for construction staging areas? Why are the construction staging areas being split into up to three different areas (West, Northwest and South)? Can the staging areas be consolidated into just the existing West and South staging areas?
10. Since the north/south taxiway area lacks visibility from the air traffic control tower, will there be any provisions to install a camera system to enable controllers to monitor the area? The current tower was constructed in 1996 in response to the 1991 ground collision between a SkyWest Metroliner and a USAir Boeing 737 on Runway 24 Left. For reference, please see the "ATC Non-



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TELECOPY TO THE FOLLOWING NUMBER: (310)646-0686

THE FOLLOWING IS FOR: Dennis Quilliam, City Planner

FIRM/COMPANY NAME: City of Los Angeles, Los Angeles World Airports

DOCUMENT SENT: Letter dated February 3, 2009

COMMENTS:

FROM: Barbara E. Lichman, Ph.D.

NUMBER OF PAGES INCLUDING THIS COVER SHEET: 8

IF YOU DO NOT RECEIVE ALL THE PAGES PLEASE CALL BACK IMMEDIATELY AT 714/384-6520.

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DATE: February 3, 2009

ATTORNEY NAME: Barbara E. Lichman, Ph.D.

CLIENT/MATTER:

FILE NUMBER: 75117.01

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P.001

Visibility Area" noted along taxiways S and Q behind TBIT on the attached Airport Diagram for LAX.

11. Please describe how this Project will comply with the LEED building standards? What level of LEED will be achieved?

12. Where on the airport will these facilities be relocated?

- a. Natural Gas Fuel Station
- b. Gasoline Fuel Station
- c. American Eagle Commuter Facilities
- d. American Airlines low bay hanger

13. Why are the new locations for the above specified relocated facilities not indicated in the NOP? Will other EIR's be produced for the locations of these facilities?

14. If the Crossfield Taxiway project is going to be sequenced before the TBIT project, how will the aircraft operations be conducted to facilitate movement between the north and south airfield complexes?

15. At the scoping meeting it was stated that the relocated taxiways will become taxiways. What criteria will be used to establish timing on this redesignation?

16. The final CD containing the DEIR for the Crossfield Taxiway has modified password protection to facilitate word searches. Will future CDs also contain a password protection change to allow copying of document text so that the subject wording of the LAWA document can be cut and pasted to correspond to reviewer comments?

Sincerely,



Denny Schnegfeler,
President, ARSAC



Robert Acherman
Vice President, ARSAC



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February 3, 2009

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

Re. Notice of Preparation of a Draft Environmental Impact Report - Los Angeles International Airport Tom Bradley International Terminal Reconfiguration Project (City Clerk No. AD-043-08)

Dear Mr. Quilliam:

The following are the comments of the Cities of Inglewood and Culver City ("Cities") concerning the referenced Notice of Preparation ("NOP") for the Tom Bradley International Terminal ("TBIT") Reconfiguration Project ("Reconfiguration Project").

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



Dennis Quilliam
City Planner
City of Los Angeles
Los Angeles World Airports
February 3, 2009
Page 2

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

The NOP justifies an attenuated environmental review, with a Draft EIR to be completed in "spring 2009" (NOP, p. 10), on the apparent ground that, as a part of "the LAX Master Plan EIR" (NOP, p. 8) adequate environmental review has already been completed during the prior Master Plan environmental review process and the EIR for the Reconfiguration Project need primarily address "significant environmental effects . . . from proposed construction activities." (NOP, p. 8). Cities disagree.

It is true that CEQA requires, in pertinent part, that "environmental impact reports shall be tiered whenever feasible . . .", *Public Resources Code* § 21093(b). However, the utility of tiering is limited to those situations in which individual projects such as the Reconfiguration Project are consistent with the larger project, such as the approved Master Plan, which has already been environmentally reviewed.¹ The larger project against which the Reconfiguration Project is being measured for the purpose of tiering has changed dramatically since its original approval.

Despite the fact that the "approved Master Plan" remains in place, most of its most salient features, such as the off-site ticketing facility, closure of the Central Terminal Area ("CTA") to surface traffic, and movement of Runway 6L/24R 340 feet to the south, thus necessitating restructuring of Terminals 1 through 3, have been replaced by the Specific Plan projects currently being evaluated under a separate NOP. See, NOP p. 8. Therefore, the Specific Plan projects taken together, and their environmental impacts, will be radically different from the projects and environmental impacts originally evaluated in the approved Master Plan. As a consequence, even if the Reconfiguration Project were envisioned and evaluated in the EIR for the approved Master Plan, it cannot remain consistent with a "first tier decision" that has itself been radically transformed, and, thus, requires additional, independent environmental review.

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



Dennis Quillam
City Planner
City of Los Angeles
Los Angeles World Airports
February 3, 2009
Page 3

II. THE RECONFIGURATION PROJECT HAS MANIFEST CAPACITY-ENHANCING POTENTIAL THAT HAS NOT BEEN ANALYZED.

The dramatic revisions to the Project Description that have occurred since the original approval of the Master Plan reveal that the Reconfiguration Project's capacity enhancing potential remains unanalyzed. The NOP indicates that, after construction of the new TBIT, there will be a net increase of 7 aircraft gates:

- Nine gates will be added on the west side of TBIT. NOP, p. 3.
- Ten gates to be constructed along the east side of TBIT. *Id.*
- The 12 gates that currently exist at TBIT will be eliminated. *Id.*

The NOP does not reveal, however, the way in which this increase will comply with the Settlement Agreement in the case of *El Segundo, et al. v. City of Los Angeles, et al.*, Riverside County Superior Court Case No. RIC426822 ("Settlement Agreement"), that requires LAWA to reduce by 10 the number of Narrow Body Equivalent gates ("NBEG") by 2015 (*i.e.*, from 163 to 153). *See*, Settlement Agreement, § IV.B.1 ("By December 31, 2015, the total number of passenger gates (including remote gates) shall be reduced to no more than 153 passenger gates").

The Settlement Agreement contemplates that the reduction in the number of gates will be achieved "through the build out of improved contact passenger gate facilities and the elimination of remote gate facilities as approved in FAA's ROD." Settlement Agreement, § IV.B.1. However, the NOP does not indicate how the additional 7 gates to be constructed by the Reconfiguration Project will be offset. Although the NOP states that "the new additional gates constructed at TBIT would reduce the use of existing remote gates" (NOP, p. 5), it also states that after the construction of the additional gates, the existing remote gates would "continue other existing functions such as use of remote gates by aircraft that do not process passengers through TBIT, military and dignitary aircraft operations, etc." *Id.* Thus, although the remote gates would not be used for TBIT passengers, they would still be in use by LAWA as passenger gates subject to the Settlement Agreement.

Two questions are thus raised by the increase in number of gates: (1) how will that increase be offset sufficient to comply with the Settlement Agreement; and (2) how will the impact of any increase be accounted for? As the apparent proposed increase in gate capacity is an essential predicate to increased operational capacity, its impacts should be addressed in the EIR. To the extent that the increase in gate capacity will be offset by a decrease in another project, that project and its environmental effects must be analyzed in the EIR.



Dennis Quillam
City Planner
City of Los Angeles
Los Angeles World Airports
February 3, 2009
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III. THE NOP DOES NOT TAKE INTO ACCOUNT CUMULATIVE IMPACTS OF THE RECONFIGURATION PROJECT WHEN TAKEN TOGETHER WITH THE SPECIFIC PLAN AND APPROVED MASTER PLAN.

The NOP does not mention, let alone evaluate, the cumulative impacts of the Reconfiguration Project when taken together with the other projects ongoing as a result of the Master Plan and Specific Plan.

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

CEQA Guidelines, § 15335.

There is no doubt that the Specific Plan projects are reasonably foreseeable, given that the NOP for their environmental review is being circulated contemporaneously with this NOP. Nor can it be argued that those projects are not closely related to the Crossfield Taxiway Project. For example, the purpose of the Specific Plan project separating the runways in the North Runway Complex is accommodation of New Large Aircraft ("NLA"), like the A-380, the same purpose as asserted for part of the Reconfiguration Project. NOP, p. 6. ("As part of the proposed Project, both taxiways would be relocated approximately 518 feet to the west... and would be designed and constructed to accommodate ADG VI aircraft").

Moreover, the taxiway relocation is proposed to include two tunnels to connect the Midfield Satellite Concourse, TBIT and CTA. The NOP contains inconsistent statements in this regard. First, it says that the tunnels would not be constructed unless the Midfield Satellite Concourse is approved. NOP, pp. 6-7. ("Both the end segments of the tunnels, connecting to the Midfield Satellite Concourse, TBIT, and the CTA, would not be constructed unless the Midfield Satellite Concourse Project is proposed and approved"). Yet, later in the NOP, after stating that the Midfield Satellite Concourse Project "is in the early stages of programming and engineering concept development" NOP, p. 8. The NOP also states "tunnels could be used for transport of goods, materials and personnel between TBIT and World Way West, and "allow[] vehicles to pass beneath areas of aircraft movements;" NOP, p. 7. Thus, the tunnels have a larger purpose than just connecting the Midfield Terminal with TBIT and CTA. That larger purpose seems to



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be to connect CTA with World Way West, giving passengers direct access to the western end of the airport.

In addition, the NOP contemplates building "support structures" for construction access between World Way and TBIT. These support structures would allow construction access below the taxiways that separate World Way West and TBIT. Upon completion of the Reconfiguration Project, these support structures would alternatively be "backfilled or the construction road and bridges would be left in place to provide operations-related access between TBIT and World Way West, similar to the tunnels described above." NOP, p. 7. [Emphasis added.] The latter alternative seems to indicate that there could be as many as four new tunnels connecting World Way West, the Midfield Satellite, TBIT and even the CTA, but the NOP contains no discussion of the ultimate result of the maintenance of those tunnels, their use, or their eventual environmental impacts.

Finally, the NOP states that there will eventually be a new linear concourse to replace Terminals 1, 2 and 3 which is already anticipated by the Master Plan, NOP, p. 4, n.4. As it is already anticipated by the Master Plan, and it has an apparent connection to TBIT, the environmental implications of the proposed replacement for Terminals 1, 2 and 3 should be discussed in concert with the Reconfiguration Project analysis.

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

IV. THE NOP RUNS AFOUL OF THE RULE AGAINST SEGMENTATION

The Reconfiguration Project includes tunnels to accommodate the new Crossfield Taxiway while allowing easy passenger access to TBIT and the Midfield Terminal. The tunnels discussed in the NOP and the undergrounding of World Way West discussed in the separate NOP for the Crossfield Taxiway appear to provide an uninterrupted route between the Midfield



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Terminal, or even the western border of the airport at Pershing, and the CTA, through TBIT, which could eventually be made to accommodate travelers by creating a route from western airport ingress on Pershing all the way to the Midfield Satellite and beyond.

There is, however, no discussion of this enhanced passenger access potential or the impacts of the capacity or traffic that might result from such access. CEQA Guidelines define "project" to mean "the whole of an action" that may result in either a direct or reasonably foreseeable indirect physical change in the environment. CEQA Guidelines § 15378(a). This ensures "that environmental considerations not become submerged by chopping a large project into many little ones, each with a potential impact on the environment, which cumulatively may have disastrous consequences." *Burbank-Glendale-Pasadena Airport Authority v. Henster*, 233 Cal.App.3d 577, 592 (1991). There are occasions when larger projects may be "segmented" into smaller components. They are limited to the circumstance when each segment has "independent utility," i.e., where the one segment would serve a viable purpose even if the rest is never built. *See, Del Mar Terrace Conservancy, Inc. v. City Council of the City of San Diego*, 10 Cal.App.4th 712, 732-33 (1992).

In this case, the terminal and tunnel projects are dealt with separately, but appear to be so interconnected as to be absent the requisite independent utility. Therefore, their traffic, air quality and capacity impacts should be discussed in conjunction with those projects.

V. THE NOP'S PROPOSAL FOR AN EIR LIMITED ONLY TO "ENVIRONMENTAL EFFECTS" FROM "PROPOSED CONSTRUCTION ACTIVITIES" IS INADEQUATE TO SATISFY CEQA.

The NOP claims that it need only address the "environmental effects" from "proposed construction activities" because this is a project-level EIR tiered to the Master Plan EIR, NOP, p. 8. However, for at least two environmental issues this is not the case. First, the environmental effects of the Reconfiguration Project on air quality go beyond the impacts of construction. The NOP defines next generation aircraft as more fuel efficient, but does not provide any evidence to support that statement. Since the Reconfiguration Project is specifically designed to accommodate next generation aircraft (NOP, pp. 4-5) the NOP needs an in-depth discussion of:

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1. Air quality impacts of additional types and numbers of aircraft enabled by the Reconfiguration Project;
2. Air quality impacts of potential increased vehicular traffic enabled by the new tunnels, and the precise extent to which such increases may be offset by reduction in use of remote gates.

Air quality is not the only issue that would benefit from an analysis expanded beyond the effects from construction activities. The NOP also addresses merely the construction impacts of noise. The NOP should require an analysis of the noise created by increased access of next generation aircraft as well as additional aircraft of all types that will be allowed access by the increased gates proposed by the Reconfiguration Project.

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

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

Sincerely,

CHEVALLIER, ALLEN & LICHMAN, LLP

Barbara E. Lichman

Barbara E. Lichman, Ph.D.

SHUTE, MIHALY & WEINBERGER LLP
ATTORNEYS AT LAW

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ELLISSON FOLK,
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LAUREL L. IMPETT, AUCP
CARMEN J. BORO, AUCP
JESSICA P. HARRIS

February 3, 2009

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

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

Re: Notice of Preparation for a Draft Environmental Impact Report for LAX
Tom Bradley International Terminal Reconfiguration Project (City Clerk No.
AD-043-08)

Dear Mr. Quilliam:

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

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

LAWA's Master Plan Implementation: To date, LAWA's principal efforts to implement the Master Plan have consisted of work on: (1) the South Airfield Improvement Program ("SAIP"), which is now complete; (2) the Crossfield Taxiway Project, for which LAWA has released an FEIR, (3) the TBIT Project, for which LAWA has released an NOP, and (4) the SPAS process to

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identify replacements for "Yellow Light" Master Plan elements, for which progress has been slow.

LAWA's first project, the SAIP, was clearly identified by the Master Plan as the first "Phase I" project. As such, it was appropriate for LAWA to begin its Master Plan implementation efforts with the SAIP. By contrast, although LAWA has now elected to proceed with the Crossfield Taxiway and TBIT Projects, those projects are not identified by the Master Plan as "Phase I" projects. In fact, the Crossfield Taxiway and TBIT Projects are identified as occurring within the latter part of "Phase II," after numerous other "Green Light" Master Plan projects, such as the Intermodal Transportation Center ("ITC"), Consolidated Rent-A-Car Center ("ConRAC"), Automated People Mover ("APM"), West Employee Parking Garage and Ground Run-Up Enclosures ("GREs").

It would therefore appear that LAWA is either proceeding with the Master Plan significantly out of order (temporarily skipping over certain elements) or permanently dropping certain elements of the Master Plan. Either approach is problematic because elements such as the ITC, APM and ConRAC were included in the Master Plan to address problems such as traffic, noise and air pollution associated with the Master Plan as a whole. Deleting or delaying those Master Plan elements would represent significant project changes and substantially undermine the accuracy and applicability of the analysis in the Master Plan EIR/EIS. Having committed to implement environmentally beneficial projects as part of the Master Plan according to an established sequence, LAWA cannot now abandon those projects and/or delay them indefinitely. By proceeding with the Crossfield Taxiway and TBIT Projects prior to the ITC, APM, ConRAC and other similar projects, it appears LAWA may be doing just that. Please address this issue.

NLA Operations: The NOP makes clear that LAWA is undertaking the Project to support LAX's ability to "effectively and efficiently accommodate Next Generation Aircraft [also known as New Large Aircraft or NLA], such as the Airbus A380, Boeing 787, and Boeing 747-8." Specifically, the Project will provide facilities that are large enough and specially configured to accommodate NLA. More importantly, those facilities will be provided as contact gates within TBIT, rather than in the distant and inconvenient Western Remote Gates.

These improvements will naturally tend to encourage airlines to increase NLA operations at LAX. Although the City of El Segundo recognizes that there are potential benefits associated

¹ The number of NLA gates proposed as part of the TBIT Project may exceed the total number of NLA gates anticipated in the Master Plan. Specifically, the NOP appears to call for a total of eight (8) NLA gates at TBIT (with other NLA gates potentially operating elsewhere). The Master Plan, by contrast, proposed a total of six (6) such gates. See Master Plan Tables 2.2-1 & 2.2-2. Please explain this apparent discrepancy.

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with increased NLA operations, it is also concerned that an increase in NLA operations will increase the incidence of preferential runway policy violations by NLA departing from Runway 25L.

As LAWA's recent environmental documents for its Crossfield Taxiway Project make clear, LAWA anticipates that NLA will routinely violate the longstanding preferential runway policy² in place at LAX, by departing from the runway closest to El Segundo (Runway 25L). See Crossfield Taxiway Project DEIR at 2-12 fn 7. Prior to departure, NLA will also apparently use Taxiway A, which is located even closer to El Segundo than Runway 25L. NLA departures from Runway 25L, and the associated use of Taxiway A, will impose substantial adverse impacts on El Segundo residents, including increased noise and air pollution. LAWA must make every effort to avoid and reduce those impacts.

Specifically, in its EIR for the TBIT Project, LAWA must take care to fully evaluate the impacts on El Segundo associated with the increased preferential runway policy violations that would result from proceeding with the TBIT Project now, thereby encouraging increased use of NLA at LAX before the airport has appropriate airfield facilities to accommodate the aircraft. LAWA may not simply rely on the programmatic analysis conducted in the Master Plan EIR/EIS. Although the Master Plan may have assumed that NLA would temporarily depart from Runway 25L (in violation of the preferential runway policy) for a period of time prior to the construction of the north airfield improvements, the Master Plan should also have assumed that compliance with the preferential runway policy would be restored following the completion of those improvements. The TBIT DEIR must look at the impacts to El Segundo that would result from the combination of encouraging NLA operations through implementation of the TBIT Project, while delaying implementation of airfield improvements that would allow NLA to operate consistent with the LAX preferential runway policy.

Additionally, LAWA should focus on ensuring that other Master Plan improvements come on line to address the problem of NLA departures from Runway 25L. Most importantly, LAWA must proceed expeditiously with the SPAS process to identify and implement north airfield improvements to replace those that received a "Yellow Light" in the Master Plan process. LAWA should also evaluate in the TBIT EIR measures designed to reduce the incidence of such violations. Specifically, LAWA should work with FAA to identify operational changes and airfield modifications to address the problem. First, LAWA should undertake an exhaustive effort to identify operational modes that would allow NLA to arrive, taxi and depart without violating LAX's longstanding preferential runway policy. This may mean restricting

² The purpose of the preferential runway policy is to place arrivals on LAX's outboard runways (Runways 25L and 24R) and place noisier departures on LAX's inboard runways (Runways 25R and 24L), farther from the communities north and south of the airport.

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other aircraft operations during NLA arrivals, taxiing and departures. LAWA may also need to seek variances from FAA for certain separation standards, as it has done elsewhere at LAX.

Western Remote Gates: The NOP indicates that as additional gates are constructed as part of the TBIT Project, LAWA will no longer need to use some of the existing remote gates located in the western portion of the airport ("Western Remote Gates"), which are currently accessed by bus. As part of the Master Plan, LAWA indicated that the boarding facilities associated with the Western Remote Gates would be demolished once they were replaced by contact gates and no longer needed. See Final EIS/EIR at 3-75 ("The Tom Bradley International Terminal (TBIT) would be reconfigured with the addition of a new north/south linear concourse on the west side of the existing building. The remote gates at the west pad facility would be eliminated and this area would be prohibited from use as a remote passenger boarding location.").

Consistent with this commitment, the City of El Segundo suggests that LAWA identify specific Western Remote Gates boarding facilities for elimination as part of the TBIT Project. Doing so would serve as a significant good faith gesture to airport neighbors and demonstrate LAWA's commitment to faithful implementation of the Master Plan and full compliance with the gate constraints contained in the Stipulated Settlement. By contrast, failing to remove boarding facilities and simply redesignating Western Remote Gates as Remain Overnight ("RON") aircraft parking, as the NOP suggests, sends the wrong message.

Relationship to Midfield Satellite Terminal: The Master Plan appears to envision construction of the new Western Satellite Terminal (now called the "Midfield Satellite Terminal") prior to, but in concert with, construction of the TBIT Project. The NOP, by contrast, envisions construction of the TBIT Project prior to the Midfield Satellite Terminal and provides very little meaningful information regarding the latter project. The City of El Segundo respectfully requests that LAWA explain why the sequencing of the TBIT and Midfield Satellite Terminal Projects has been reversed and whether LAWA has made any other changes to its plans for the Midfield Satellite Terminal Project.

APM Station: LAWA's adopted Master Plan calls for construction of an APM station as part of the TBIT Project. See LAX Master Plan at 2-27. The NOP makes no mention of such a station. Please explain how the APM will be integrated into the TBIT Project.

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

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Existing Uses and Facilities Displaced by the TBIT Project: The NOP lists numerous existing uses and facilities that would be displaced by the Project, noting that some would be "relocated" and others "removed." For all of the uses and facilities that will be relocated as a result of the Project, LAWA must disclose their proposed new location(s) and evaluate any associated environmental impacts. Notably, LAWA's environmental analysis must identify and evaluate the new proposed location(s) for the American Eagle Commuter Terminal, ASIG Storage Area, Menzies GSE Maintenance Facility and LSG Sky Flight Kitchen. In addition, LAWA should identify the anticipated replacement location for the maintenance activities currently taking place in the two American Airlines hangars slated for removal as part of the TBIT Project.

Potential South Construction Staging/Parking Area: The NOP indicates that the Project may involve use of a construction staging/parking area along Imperial Highway, near the City of El Segundo. This proposed site is sometimes referred to as the former Continental City Property and is identified by the Master Plan as the site for the ITC. The City of El Segundo objects to the potential use of this site for construction staging/parking in connection with the TBIT Project and encourages LAWA to focus instead on use of other sites, including the West Construction Staging Area, which was used for the SAIP.

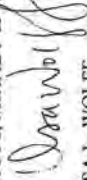
Construction Noise Mitigation: Construction noise associated with the Project has the potential to impact El Segundo residents. To address that potential impact, LAWA should adopt the mitigation measures that have been successfully employed during construction of the SAIP.

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

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

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



OSA L. WOLFF

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CHIEF EXECUTIVE OFFICE
 Kenneth Hahn Hall of Administration
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WILLIAM T. FUJIOKA
 Chief Executive Officer

February 4, 2009

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

Dear Mr. Quilliam:

**COUNTY OF LOS ANGELES COMMENTS REGARDING LAX TOM BRADLEY
 INTERNATIONAL TERMINAL RECONFIGURATION PROJECT**

The County of Los Angeles (County) has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Los Angeles International Airport (LAX) Tom Bradley International Terminal (TBIT) Reconfiguration Project. Consistent with the California Environmental Quality Act (CEQA), our comments on the TBIT Reconfiguration Project are presented below.

- 1. Use of LAX Master Plan Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS):** The proposed EIR scope of analysis presumes that the long-term impacts of project implementation have been satisfactorily analyzed in the previous Master Plan EIR. The County has consistently noted the LAX Master Plan Final EIR/EIS is fundamentally flawed and should not be used as the basis for concluding that issues have previously been examined. This concern applies to the proposed TBIT reconfiguration project.
- 2. Safety and Security:** There is no indication the EIR will analyze airport safety or security issues within LAX, much less for neighborhoods surrounding LAX as requested in our earlier comments letters.
- 3. Transportation:** As noted above, the NOP states the traffic assessment will consider changes to on-airport and off-airport vehicle traffic that are attributable to the proposed project. However, the main focus of the traffic analysis is clearly

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on construction-related impacts. The NOP provides no elaboration concerning off-airport traffic impacts and it is almost certain that the analysis will not consider concerns raised in the County's March 2008 and previous comments letters including:

- Analyze all vehicle trips on all traffic lanes at key intersections utilized to access the airport with conversion of truck trips to Passenger Car Equivalents (PCE) and clear identification of the criteria used to predict the increase in annual passengers at LAX;
- Review the relationship between the Lemnox interchange (if it is still proposed as a mitigation measure) and the circulation system east and west of I-405;
- The need for a complete inventory of available parking spaces (airport owned and off-airport) and identification of future vehicle parking areas to accommodate additional air passenger demands through build-out; and
- Consultation with affected local jurisdictions regarding potential traffic impacts, consideration of additional intersection and roadways identified by the Petitioners, and feasible mitigation measures to off-set potentially significant impacts.

4. Land Use Planning: The NOP makes no reference to land use as a topic in the forthcoming EIR, nor does it reference the concern that the Airport Land Use Commission has found the LAX Master Plan inconsistent with the County Land Use Plan.

5. Capacity Limitations: The NOP states in several places that the proposed reconfiguration will modify the number and location of gates serving TBIT. However, it is not entirely clear from the discussion or the graphics exactly how many gates will be added or eliminated (it appears that perhaps 10 gates will be added and 12 removed). Generally, the NOP does not discuss the relationship the TBIT gates represent with the overall number of gates at LAX which LAWA has committed to limiting under the terms of the Settlement Agreement. Nowhere does the NOP suggest that the forth coming EIR will analyze passenger service levels or growth projections despite the long history of County comments requesting that such analyses be provided.

6. Strategic Regionalization: The NOP does not mention LAWA's obligation under the Settlement Agreement, to spearhead efforts to achieve a regional distribution of air traffic demand.

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7. **Environmental Justice:** This project proposal carries potential indirect and cumulative impacts on environmental justice due to increased noise from aircraft overflights and vehicle traffic, as well as increased traffic congestion, associated impacts on air quality, increased health risks, and would, therefore, have the potential to disproportionately impact minority population in the neighborhoods located immediately east of the airport. As such, an analysis of environmental justice issues should be included in the EIR.

Thank you for this opportunity to comment on this project.

Sincerely,



WILLIAM T. FUJIOAKA
Chief Executive Officer

WTF:ES:MKZ
FC:JR:pg

c: Each Supervisor
County Counsel
Director of Public Works
Director of Public Health

1995-10-10 10:34:00 (OCA Comments Regarding LAX TRF Investigation) Project

-----Original Message-----
From: Harry Rose [mailto:h1.rose@toadaway.net]
Sent: Tuesday, January 20, 2009 1:31 PM
To: LAX Stakeholder Liaison
Subject: tbitproject@lawa.org

tbitproject@lawa.org was bouncing email with error code 5.1.1 all weekend ant through the holiday (this is a permanent error and indicates that the email address that LAWA has provided on the "Our LAX" website does not exist on the mail server).

Not good. A number of people are not happy.

--
Harry Rose
<http://toadaway.net/>
does not exist on the mail server).

Not good. A number of people are not happy.
<pre class="moz-signature" cols="72">-- Harry Rose <http://toadaway.net/></pre></body></html>

From: Harry Rose [mailto:harryrose@gmail.com]

Sent: Sun 1/25/2009 8:16 AM

To: TIBIT RECONFIGURATION

Subject: North West Parking - TIBIT Reconfiguration Project

I'm not at all happy with the location of this parking lot (Westchester Parkway at Falmouth)

1. I'm extremely concerned about the increased traffic this will bring to the ongoing Pershing, Culver Blvd, Sepulveda, La Tijera nightmare we in Playa del Rey all live in
2. I'm not interested in hearing some story about only allowing right or left turns from Falmouth at Westchester Parkway because we know that LAPD is pretty much incapable enforcing traffic laws
3. LAWA should locate this parking by a freeway where it belongs

Harry Rose
8160 Redlands St #102
Playa del Rey, CA 90293

From: andreshouse@att.net [mailto:andreshouse@att.net]

Sent: Monday, January 26, 2009 9:08 AM

To: LAX Stakeholder Liaison

Cc: Tibitreconfigproject@lawa.org

Subject: I Oppose The Temp Parking Lot

I Oppose The Temp Parking Lot. This is a bad idea and creates many traffic and other problems for the residents of Playa Del Rey. Your website / email being down and thus only having only one day to send our email oppositions shows your true intentions of not wanting the neighborhood to respond to this terrible parking lot project. We all oppose it!

Eric Andres
(310) 717-7700
Playa Del Rey Resident

From: Karen Kanter [mailto:kkanter@earthlink.net]

Sent: Tuesday, January 27, 2009 2:53 PM

To: LAX Stakeholder Liaison

Cc: Tibitreconfproject@lawa.org; PDRN@googlegroups.com

Subject: Creating a Construction Parking Lot at Falmouth and Westchester Parkway

Are you kidding me? LAWA ripped much of heart out of the PDR community by condemning the homes northwest of the airport and have left broken concrete streets as a visual blight for over 30 years. And now they want to construct a temporary (sure) 2,000 space construction parking lot in the most densely populated area in PDR and adjacent to both Westchester High School and St Anastasia High School. And both email links for the community to express their point of view have been mostly non operational since this plan was announced.

Putting this lot in this location with parking for over 2,000 vehicles will create traffic nightmares for much of the day as well as offering a real threat to the safety of both students and residents in the area. Finally this will adversely affecting the residential character of the area. Once again LAWA is demonstrating complete disregard for the quality of life for the residents of Playa Del Rey. The Neighbors on 83rd and 81st Street in PDR strongly oppose this project.

Karen Kanter
7929 West 81st St
Playa Del Rey CA 90293

From: Jack Berlin [mailto:jack@bandprint.com]

Sent: Tuesday, January 27, 2009 4:18 PM

To: LAX Stakeholder Liaison

Cc: Chad Molnar; pdrn@googlegroups.com

Subject: Re: Creating a Construction Parking Lot at Falmouth and Westchester Parkway

In case you are not aware, this is America, not some third world country like Zimbabwe with an all powerful dictator. You guys seem to think you can do whatever you want and "to Hell with the neighborhood, its schools and its residents". This parking lot will create terrible congestion and add many safety issues for the students at Westchester and St Anastasia High Schools and all the other residents in the area. Obviously, the "our" in ourlax@lawa.org pertains to your belief that lax belongs to a few bureaucrats and not the public. What's your next step, bulldozing all of Playa del Rey?

Jack Berlin, President
8311 Delgany Ave.
Playa del Rey, CA 90293

To post to this group, send email to PDRN@googlegroups.com
To unsubscribe from this group, send email to PDRN+unsubscribe@googlegroups.com
For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>

From: nordbergs@gmail.com [<mailto:nordbergs@gmail.com>]
Sent: Tuesday, January 27, 2009 4:18 PM
To: LAX Stakeholder Liaison
Subject: Fwd: [PDR Neighbors] Creating a Construction Parking Lot at Falmouth and Westchester Parkway

As parents of a student at Paseo Del Rey Elementary school near Falmouth Ave who deal with the already congested morning and afternoon traffic in that area on a daily basis, we are outraged by this proposal. This neighborhood absolutely cannot tolerate any additional traffic and this lot would create safety issues, increased air and noise pollution and an overall unreasonable burden on our community.

We are vehemently opposed to the construction of this parking lot and ask that you reconsider the disastrous effects it will have on the children and community of Playa Del Rey.

Katherine & Gregg Nordberg
7812 W 81st Street
Playa Del Rey, CA 90293

----- Forwarded message -----

From: **Karen Kanter** <kkanter@earthlink.net>
Date: Jan 27, 2009 2:52 PM
Subject: [PDR Neighbors] Creating a Construction Parking Lot at Falmouth and Westchester Parkway
To: ourlax@lawa.org
Cc: Tibitreconfigproject@lawa.org, PDRN@googlegroups.com

Are you kidding me? LAWA ripped much of heart out of the PDR community by condemning the homes northwest of the airport and have left broken concrete streets as a visual blight for over 30 years. And now they want to construct a temporary (sure) 2,000 space construction parking lot in the most densely populated area in PDR and adjacent to both Westchester High School and St.Anastasia High School. And both email links for the community to express their point of view have been mostly non operational since this plan was announced.

Putting this lot in this location with parking for over 2,000 vehicles will create traffic nightmares for much of the day as well as offering a real threat to the safety of both students and residents in the area. Finally this will adversely affecting the residential character of the area. Once again LAWA is demonstrating complete disregard for the quality of life for the residents of Playa Del Rey. The Neighbors on 83rd and 81st Street in PDR strongly oppose this project.

Karen Kanter
7929 West 81st St
Playa Del Rey CA 90293

You received this message because you are subscribed to the Google Groups "Playa del Rey Neighbors" group.

From: L. Farris [mailto:farris@ca.rr.com]
 Sent: Tue 1/27/2009 4:46 PM
 To: Chad Molnar
 Cc: dakoske@mac.com; kkanter@earthlink.net; Dennyschneider@wellfree.com; andreshouse@att.net; harryjros@gmail.com; kkorey@sbcglobal.net; Jennifer@HomeUnEnt.com; Ann Wexler
 Subject: FW: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

We appreciate your work on the extension Chad. What will be the most effective means of getting the point across that NO temporary 2,000 space LAX parking structure will be created by this community. Do we need to go straight to the press (who are keenly interested in the lack of community concern), the Mayor, Councilman Rosendahl. Many people feel, based upon the recent dead bounced e-mails, that LAWA really doesn't want to hear, nor do they care.

Parking, masked as temporary or not, must be kept near freeways and cannot be anywhere near schools (including St. Anastasia, WHS among others, nor residential areas for a variety of reasons, per Jennifer and Harry's prior notes below)

We are very concerned about the proposal to construct a parking lot off of Westchester Parkway near Falmouth. As residents of Playa del Rey and Westchester commuters who travel Westchester Parkway & Pershing for work, school and shopping, we strongly oppose this plan. A parking lot of this size should not be located so close to a residential neighborhood and schools. We have enough challenges and delays with traffic coming through our neighborhood from the Southbay and streets are already congested. We are extremely concerned about the extra pollution associated with these vehicles. The proposal calls for over 2,000 parking spaces and that means multiple trips in and out for lunch breaks and so forth-- that's way too much traffic coming into our small and already overburdened neighborhood.

Originally prior to the lawsuit settled several years ago, the Hahn plan included a similar parking lot to be built off of Pershing Blvd and it was strongly opposed by residential groups including ARSAC, one of the key litigants. Mayor Antonio Villarigosa stood by ARSAC at that time and supported our neighborhood saying that NO EMPLOYEE parking lot should be built so close to this residential neighborhood causing so much more traffic to spill onto our already overburdened streets. At the time that the lawsuit was settled, the proposed parking lot that was to be built off of Pershing Blvd was thrown out of the plan as unacceptable. However, now this new plan to build a lot off of Westchester Parkway is just as offensive and once again undermines the spirit of the settlement agreement.

Parking lots of this size should be located closer to the freeway where most construction workers will be coming from. This is not something that should be located in an already extremely overburdened residential neighborhood. The majority of the Playa del Rey neighbors' community group STRONGLY oppose the plan to build any parking facility off of Westchester Parkway or Pershing Blvd for the following reasons:

1. We are extremely concerned about the increased traffic this will bring to the ongoing Pershing Culver Blvd Sepulveda La Tijera challenges and delays
2. We will not tolerate some story about only allowing right or left turns from Falmouth at Westchester Parkway because we know that LAPD is incapable of enforcing traffic laws
3. LAWA should locate this parking by a freeway where it belongs
4. We are concerned about additional pollution
5. We are concerned about our already affected property values

Parking lots whether they be deemed permanent or temporary should be located closer to the freeway or direct access of freeways as to minimize the negative impacts of pollution and traffic on an already overburdened residential neighborhoods who are already suffering from property value concerns.

From: PDRN@googlegroups.com [mailto:PDRN@googlegroups.com] On Behalf Of Karen Kanter
 Sent: Tuesday, January 27, 2009 4:23 PM
 To: PDRN@googlegroups.com
 Subject: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

This is the proposal to among other things put a 2,000 space "temporary" (sure) parking lot at Westchester Parkway and Falmouth. Please submit your comments by February 4th.

From: MARTINEZ-SIDHOM, BRENDA [mailto:BSIDHOM@lawa.org]
 Sent: January 27, 2009 4:08 PM
 To: TBIT RECONFIGURATION
 Subject: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended



The comment period for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project has been extended from Wednesday, January 28, 2009 to Wednesday, February 4, 2009.

Written comments should be sent to

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

Or electronically mailed to either of the following e-mail addresses:

TB_TPROJECT@LAWA.ORG
TB_TRECONF_GPROJECT@LAWA.ORG

Documents are available for review at www.ourlax.org under Projects-Publications
 LAX Stakeholder Liaison Office
 (800) 919-3766
 GS

 You received this message because you are subscribed to the Google Groups "Playa del Rey
 Neighbors" group.
 To post to this group, send email to PDRN@googlegroups.com
 To unsubscribe from this group, send email to PDRN+unsubscribe@googlegroups.com
 For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>

From: tarica@verizon.net [mailto:tarica@verizon.net]
 Sent: Tue 1/27/2009 4:50 PM
 To: TBIT RECONF IGURATION
 Subject: Proposed Temporary Parking Lot in Playa del Rey

As a fairly new resident to Playa del Rey, I am opposed to the proposed temporary parking structure on Westchester
 Pkwy and Falmouth. My husband and I chose to move to Playa del Rey because we loved the small community feel. We felt that this area was free from the traffic and
 congestion and crime that you find in most cities in Southern California and saw ourselves raising our 2 young
 children here. Building structures as the one proposed will just turn our small quaint community into another traffic
 filled city that Southern California does not need. We frequent the local businesses and send our children to the
 local public school because we believe Playa del Rey is a great place to live. Please help us keep the integrity of
 this small beach town that attracted so many of its residents, new and old. Do not build this parking structure

Regards,
 Patty Tarica
 Trask Ave
 Sent via BlackBerry by AT&T

From: Cindy Curphey [mailto:cindy@curpheys.com]
Sent: Tue 1/27/2009 4:54 PM
To: TBIT RECONFIGURATION
Subject:

As a family living in the surrounding community of the Los Angeles Airport know once you put a temporary parking facility up it will never go down. Just try living in our community with all the traffic we have every day from the airport already. Why don't you figure out ways to utilize the space you already have with parking lots. Why don't you make them 2 stories. Or move SouthWest to terminal 2 to stop the back log of traffic at the entrance of the airport?
Thank You Cindy Curphey

From: carole cochran [mailto:cochranlib@lycos.com]
Sent: Tue 1/27/2009 5:08 PM
To: TBIT RECONFIGURATION
Subject: 2,000 space parking lot in playa del rey

The community is very opposed to this measure It will create an unacceptable level of increased traffic, very close to St Bernard's High School, and close to Westchester High School We know that it will not be "temporary" Why not use the same system that was used for the south runway construction and save the taxpayers money?
Carole Cochran
playa del rey resident

From: Jane Affonso [mailto:jgaffonso@gmail.com]
Sent: Tue 1/27/2009 6:47 PM
To: TBIT RECONFIGURATION
Subject: Tom Bradley

I support the modernization project of Tom Bradley airport so that air traffic can be regionalized, creating less environmental impacts from long commutes to LAX

Thank you for your consideration of my view

Jane Affonso
1919 Belmont Lane
Redondo Beach, CA 90278

From: Dianne Callahan [mailto:dc@diannecallahan.com]
Sent: Tue 1/27/2009 7:01 PM
To: TBIT RECONFIGURATION; TBIT RECONFIGURATION
Cc: Karen Kantor
Subject: "temporary parking"

Since when is ANYTHING the airport does, "temporary". Since when has LAWA kept promise or agreements to the community? Since when should the community EVER believe ANYTHING LAWA proposes? What have you ever proposed that isn't a blatant or outright degradation to our lifestyle.

Need "fresh" this out for you?

Dianne Callahan
PRODUCTION SOLUTIONS REPRESENTATIVES
Compac Tapes www.compaccorp.com | a-Bar www.aabar.com
C| 213-281-0221 F| 310-306-1748
dc@diannecallahan.com

From: Lawrence Rosen [mailto:lawrence.rosen@sbcglobal.net]
Sent: Tue 1/27/2009 7:01 PM
To: TBIT RECONFIGURATION
Subject: Modernizing LAX

To Whom It May Concern,

I am in favor of modernizing LAX--- not to increase its usage, but rather to encourage the use of Ontario International Airport For example, if fees at LAX increase, due to the modernization costs, Ontario will become a better option for more airlines, thus decreasing LAX traffic, and decreasing the operating costs of those airlines choosing Ontario over LAX

Decreasing LAX air traffic (and ground traffic, for that matter) is important because, though safely used thus far, continuing to over-use LAX will endanger the lives of those living proximate to LAX (e.g. via air pollution and the threat of life-claiming accidents) Ontario Airport is located in a more rural setting; thus, using it (in addition to LAX, of course) for air traffic will potentially endanger less lives (via pollution and plane accidents)

For these reasons, I am encouraging the modernization of LAX - toward the goal of increasing the fees to use LAX and thereby increasing the usage of Ontario Airport vs the usage of LAX

Sincerely,

Karen Schwarzmann
8328 McConnell Ave
LA, CA 90045
(Westchest resident x 14 years)

From: Jacqueline Hamilton [mailto:jfhjobs@yahoo.com]
Sent: Tue 1/27/2009 8:07 PM
To: TBIT RECONFIGURATION; MARTINEZ-SIDHOM, BRENDA
Subject: Re: Comment Perof for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

Dear KHCG, LAX Focus Group and LAX Master Plan Stakeholder Group,

I will be responding in regards to the information that I gave verbally and by writing, and the response to it contained within this document after I read it fully

I have some priorities of protecting my rights for safe and substantial, proper housing and my father's military, along with our family's information and assets, due to the nature of the projects in regards to the re-design of the Los Angeles International Airport (LAX) When residing in the vicinity of the airport I was stalked and a repeated victim of crime with no one responding with the proper assistance I was also receiving extreme evasiveness in reporting the issues to law enforcement officers and others who were suppose to assist me Several repeatedly tried to steal all that I had earned and inherited, and are trying to continue to do so, and act as if it is California law Many of these criminals are also illegally trying to use my information for illegal actions and be evasive about it

I must make sure that my earnings and inheritances are protected and whatever was illegally confiscated from me, such as the items that I had stored at the Extra Space Storage facility in the area of Buckingham and Centinela by the 405 FWY are returned

The process involved in the re-design of the airport must not also cause others to think that they have access and rights to illegally confiscate our family heirlooms and items The attorney for the Extra Space Storage facility, Sharon Jeffery at 801 S Figueroa, 15th Floor, Los Angeles, CA 90017 (213) 624-6900, and many others are trying to repeatedly take everything from me and then be evasive about their illegal actions Her office staff laughed about me when I came there personally to return someone else's legal documents, with the name Ann Taylor, that they had mailed to me by mistake This was even after I dropped the envelope containing the documents back in the mailbox with writing return to sender on it, twice There are several in the vicinity of the Los Angeles International Airport and in other places who continue to stalk me and steal from me, and acting evasive about it One of her Sharon Jeffery's staff members who appeared to look hispanic laughed and told other staff members that I was being loud afterwards someone else of their office, a caucasian man, asked me to leave I even told him that I will be getting my items back, so all of my items need to be returned to me immediately If the staff of Extra Space Storage and Sharon Jeffery sold my items through lien sale, she must contact everyone who illegally purchased, traded, or confiscated my items and return them to me There are several of us who have wealth in our family who are being repeated victims of false accusations and crime, which should not be happening It just indicates a systematic use of us for economic collapse of which we can not be a part of It is illogical and we refuse to be a part of the homelessness and poverty purposely being instilled on others here in Los Angeles, CA while others are joyfully being misled, and being evasive

These actions by Sharon Jeffery, even after I called her to notify her of being assaulted and injured, and hit with glass, is extremely insane on the part of her entire office staff, as I have studied several aspects of law, and am continuing to notify several lawyers and others affiliated with military of her wrong doing. My mother's items and information was in the storage unit I had, along with several of our family documents, and I must have all of these items returned

There are several groups of criminals trying to steal from me including the staff of the towing company, Competition Tow Services of West Los Angeles, CA in the vicinity of the Fox 11 News Channel station. That group of hispanics and other thieves along with the officers and others of the police station covering the area even tried to act evasive about their actions of theft. And guess who I saw when I was trying to get my items back? Actors Liev Schreiber and John Stamos. Both of these actors stared at me, with John Stamos actually coming to the Competition Tow Services company to get a car. 3 police station officers even told me that Competition Tow Services was doing illegal towing and confiscation of people's items. Maybe this has something to do with the movie George Lucas is working on about my father's military group, but, I can no longer continue to be a repeated victim of forced destitution by criminals working for agencies here in Los Angeles, CA

People have been trying to steal from me all my life, with the criminals insanely telling me that they did not do it, and people insanely telling me not to do anything about it. This may be due to my father's valued military history, however, my earned and inherited assets, my financial/banking/personal/employment/educational records and, identity and profile is not going to be compromised by her office staff, the LAX project, or anyone else. There must be protection, security, restitution and restorative funds received for those of us who are highly skilled and direct descendants of highly honored military veterans, because we are the most gifted and are always chosen to work on billion dollar and multi-million dollar projects

I have spoke before the City Council, Police Commission, and have notified several organizations such as the Department of Consumer Affairs and the Department of Justice about these issues and will continue to seek other agencies who can properly assist me. Especially since criminals and thieves are continuing to try to corrupt my information, and try to use their wierd insanity by stating that they did not know they were doing it

There are several opportunities to provide the proper, safe, and substantial housing needed for those of us who are Stakeholders of the vicinity of LAX and it should be happening with the funds allotted for those of us who were impacted by the project whether we remained to live there or not. Several of us were being targeted, stalked, assaulted, and suffered injury due to being in the area when simply trying to do normal things like attend work adn college by the area criminals. I was even told by Maxine Waters face to face at one of the LAX Master Plan Stakeholder Group meetings that I should leave the area due to the crime suffered, and also questioned her and her staff, including Edgar Sanz, about it jeopardizing my relocation award. We are the ones who should receive the relocation award first due to continually being harassed and targeted for crime

I have ven had my cellular telephone stolen from the Chapel of USC Medical Center after attend one of the Stakeholder meetings. This was during October, 2008. Did anyone inform you?? I

went to the USC Medical Center Chapel to pray about these incidents of repeated crime victimization because I am a former USC Med Cor student. Maybe you should contact Dr. John Davis about this

Please respond if you can provide the proper assistance immediately as was are preparing for any further acts of terrorism, such as extreme Identity Theft, especially by the Middle Eastern areas, by continuing to teach our children

Best always,
Jacqueline Hamilton
Tuskegee Airmen, Inc
LAX Focus Group
LAX Master Plan Stakeholder Group

--- On Tue, 1/27/09, MARTINEZ-SIDHOM, BRENDA <BSIDHOM@law.a.org> wrote:

From: MARTINEZ-SIDHOM, BRENDA <BSIDHOM@law.a.org>
Subject: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended
To: "TBIT RECONFIGURATION" <TBITRECONF@PROJECT@law.a.org>
Date: Tuesday, January 27, 2009, 4:08 PM



The comment period for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project has been extended from Wednesday, January 28, 2009 to Wednesday, February 4, 2009

Written comments should be sent to

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

Or electronically mailed to either of the following e-mail addresses

TBITPROJECT@LAWA.ORG
TBITRECONF@PROJECT@LAWA.ORG

Documents are available for review at

www.ourlax.org under Projects-Publications

LAX Stakeholder Liaison Office
(800) 919-3766
GS

From: t.roys [mailto:troystoyou@yahoo.com]
Sent: Tue 1/27/2009 8:57 PM
To: TBIT RECONFIGURATION; LAX Stakeholder Liaison
Subject: NOP TBIT Reconfiguration Project

PLEASE ADVISE THIS HAS BEEN RECEIVED BY CORRECT PERSON/DEPT!

FUEL VAULT/NATURAL GAS FUEL STATION/GASOLINE FUEL STATION

PER THE DIAGRAM AT THE 14JAN09 SCOPING MTG ALL OF THE ABOVE ARE TO BE REMOVED THIS WILL INCUR GROUND CONTAMINATION & HAZARDOUS MATERIALS HAZARDOUS MATERIALS FOR BOTH THE REMOVAL & INSURING THE GROUND IS CLEAN ONCE THE HAZ MAT IS REMOVED & PRIOR TO ANY BLDG BEING PUT ON SITE INSURE SAFETY OF ALL NEIGHBORS, EMPLOYEE'S & PASSENGERS WHILE WORK IS IN PROGRESS I.E AIR, FIRE DANGER, EXPLOSIVE DANGER, ETC

ALL OF THE ABOVE SHOWN BEING REMOVED FROM CURRENT SITES BUT DIDN'T SEE WHERE NEW SITE PLACEMENT WOULD BE FOR SAFETY REASONS, NEW SITES NEED TO BE IN REMOTE LOCATION & AWAY FROM NEIGHBORHOOD & LOCAL BUSINESSES

27JAN09 ---- TOMMY ROYS / 7577 MCCONNELL AVE / WESTCHESTER, CA 90045

From: t.roys [mailto:troystoyou@yahoo.com]
Sent: Tue 1/27/2009 9:58 PM
To: TBIT RECONFIGURATION; LAX Stakeholder Liaison
Subject: NOP TBIT Reconfiguration Project

PLEASE ADVISE THIS HAS BEEN RECEIVED BY THE CORRECT DEPT//PERSON

EMPLOYEE PARKING / WORK HOURS / TRAFFIC

AT THE 14JAN09 NOP TBIT PUBLIC SCOPING MTG WE WERE ADVISED THERE WILL BE 4,000 EMPLOYEES & 4 1/2 YEARS DURATION **IF IT STAYS ON SCHEDULE.**

PARKING & TRAFFIC

LAWA IS PROVIDING ABOUT 2800 TOTAL PARKING SPACES BUT WILL HAVE 4,000 EMPLOYEES EVEN THOUGH IT MAY BE A SHORT PERIOD OF TIME THAT ALL 4,000 PEOPLE WOULD BE EMPLOYED AT THE SAME TIME, IT WILL BE A PROBLEM IT IS NOT ENOUGH PARKING FOR EVERYONE

ALSO THERE ARE ONLY 700+ SPACES ON THE SOUTH SIDE WITH 2,000+ ON THE NORTH SIDE THE MAJORITY OF SPACES NEED TO BE ON THE SOUTH SIDE DUE IT IS A MORE BUSINESS & INDUSTRIAL ROUTE THE EXTRA TRAFFIC WILL STILL HAVE AN IMPACT, BUT NOT AS MUCH IMPACT FROM THE EMPLOYEES CARS & NOISE AS IT WOULD BE IN A NON-INDUSTRIAL AREA

HAVING 2,000+ PARKING SPACES ON THE NORTH SIDE (FALMOUTH & WESTCHESTER PARKWAY) IS PROBLEMATIC WITH 1,000-1,500 EXTRA CARS PER SHIFT IS A HUGE BURDEN ON THE LOCAL STREETS & ROADS DUE TO THE TRAFFIC & SPEEDING 7 DAYS A WEEK

HIGH NOISE IMPACT IS PROBABLE DUE TO THE HIGH NUMBER OF CARS & EMPLOYEES DRIVING THROUGH THE NEIGHBORHOODS, BUSINESSES, & SCHOOLS (BOTH PUBLIC & PRIVATE SCHOOLS)

CONSTRUCTION OF 4 1/2YRS MINIMUM ADDING AN EXTRA 2,000+ CARS DAILY IS TOO HIGH OF A BURDEN FOR LOCAL NEIGHBORHOODS (& THE INTERSECTION OF THE 405 & HOWARD HUGHES ON/OFF RAMP) THE HOWARD HUGHES CENTER WILL ALSO BE DOING ENORMOUS CONSTRUCTION PROJECTS THAT WILL BOTTLENECK THE WHOLE AREA (AS WELL AS LMU'S EXPANSION PROJECT)

SINCE THE MAJORITY OF PARKING IS CURRENTLY PLANNED ON THE NORTH SIDE THAT PUTS AN UNDUE BURDEN ON THAT AREA SINCE THE MAJORITY OF EMPLOYEES WILL BE TAKING THE 405 FRWY & HOWARD HUGHES ON/OFF-RAMP OR POSSIBLY THE MANCHESTER OR LA TIJERA ON/OFF RAMP BUT THOSE ARE LESS LIKELY

THERE WILL ALSO BE LOTS OF NOISE & TRASH FROM EMPLOYEES WAITING FOR SHUTTLES TO BE TAKEN TO THEIR JOB SITE

WORK HOURS- 7DAYS A WEEK

I WAS UNABLE TO GET DEFINITIVE INFORMATION ON WORK HOURS AT THE SCOPING MTG I WAS ADVISED IT WOULD BE 2 SHIFTS WITH PROBABLE TIMES OF 0700-1500 & 1500- (?) MY GUESS IS 1500-2300, BUT THEY WERENT SURE IF IT WOULD BE TILL 2400) THESE HOURS ARE NOT OFF-PEAK (THERE IS NO SUCH

THING AS OFF-PEAK IN SO CALIF!) GETTING OFF WORK AT 2300 OR 2400 IS, BUT NOT A 0700 OR 1500 START/STOP TIME
 THERE WILL ALSO BE A PROBLEM WITH 2,000 CARS PARKED IN THE LOT FROM THE A.M. SHIFT - WHERE DOES THE P.M. SHIFT PARK WHILE WAITING FOR THE A.M. SPACES TO BE VACATED? MASSIVE TRAFFIC JAMS & LOTS OF NOISE WILL RESULT. ALSO ALL SCHOOLS GET OUT AT EITHER 1430 OR 1500. RESULT - MORE TRAFFIC & WITH CHILDREN IN DANGER. AGAIN 4 1/2 YRS IS TOO LONG
CONSTRUCTION HOURS SHOULD START LATER ON SATURDAY & SUNDAY KEEPING FAMILIES IN MIND

27JAN09 TOMMY ROYS / 7577 MCCONNELL AVE / WESTCHESTER, CA 90045

From: t.roys [mailto:troystoyou@yahoo.com]

Sent: Tue 1/27/2009 10:24 PM

To: TBIT RECONF IGURATION : LAX Stakeholder Liaison

Subject: NOP TBIT Reconfiguration Project

NOP - TBIT RECONFIGURATION PROJECT - PUBLIC SCOPING MTG - 14JAN09

- 1) THE COMMENT PERIOD NEEDS TO BE EXTENDED 1 WEEK TO 04FEB09 DUE TO NUMEROUS PROBLEMS
 - a) THE PEOPLE CONDUCTING THE MEETING & ANSWERING QUESTIONS DIDN'T KNOW ANSWERS TO 99% OF THE QUESTIONS POSED TO THEM THAT WOULD INCLUDE WHAT THE E-MAIL ADDRESS WAS
 - 2) WE WERE TOLD THE WRITTEN COMMENTS COULD BE GIVEN IN PERSON AT THE MTG, OR MAILED IN OR VIA E-MAIL
 - a) THE COMMENT FORMS **DO NOT SHOW** THE ADDRESS WHERE FORMS SHOULD BE MAILED
 - b) THE E-MAIL ADDRESS WAS PUT IN 'OUR LAX ORG' AFTER THE MEETING AS THEY SAID THEY WOULD DO BUT IT WAS WRONG IT TOOK 6 DAYS TO GET A NEW E-MAIL ADDRESS TO SEND IN & TURNED OUT THAT WAS ALSO A NON-WORKING E-MAIL ADDRESS FINALLY TOLD TO SEND TO 'LAX STAKEHOLDER' ADDRESS & THEY WOULD FORWARD TO THE CORRECT PERSON
 - c) TODAY WE RECEIVED A THIRD E-MAIL ADDRESS FROM ROSENDAHL HOPEFULLY THIS WILL WORK BUT I AM CODING IN BOTH TO BE SURE

HOW MANY PEOPLE DID NOT RECEIVE THIS INFORMATION? THIS IS ONE WAY TO INSURE NO WRITTEN COMMENTS GET SENT IN!
 ALSO SOME CONFUSION AS TO WHEN THE PUBLIC COMMENTS NEED TO BE RECEIVED SOME ARE SAYING 27JAN09, INCLUDING CHAD MOLINAR - ROSENDAHL'S PERSON
 THE CORRECT DATE IS WED 28JAN09 PER THE INFORMATION QUOTED AT THE SCOPING MTG & THE 'NOTICE OF PREPARATION' LETTER SENT OUT TO THE PUBLIC ADVISING OF THE 14JAN09 SCOPING MTG
 THANK YOU FOR YOUR TIME

I UNDERSTAND THE COMMENT PERIOD HAS BEEN EXTENDED BUT I WANT THIS ADDED TO THE COMMENTS BECAUSE I FEEL IT IS IMPORTANT TO BE INCLUDED IN WHAT HAS TRANSPIRED IT WAS A VERY POOR SCOPING MTG (ONLY THE COOKIES WERE GOOD)

27JAN09 TOMMY ROYS / 7577 MCCONNELL AVE / WESTCHESTER, CA 90045

From: Katy Loftus [mailto:ksloftus@hotmail.com]
Sent: Wednesday, January 28, 2009 8:06 AM
To: LAX Stakeholder Liaison; Chad Molnar
Subject: FW: [PDR Neighbors] Re: Creating a Construction Parking Lot at Falmouth and Westchester Parkway

I am in total agreement with Jack Berlin. Playa del Rey is a town, not a parking lot. Not a gas station. Not a drive-thru between freeways and LAX.

Katy Loftus
7016 Earldom Ave
PDR, CA 90293

From: jack@bandbor.net
To: ourax@awa.org
Cc: Chad Molnar [mailto:ac.ty.org_pdrn@googlegroups.com]
Subject: [PDR Neighbors] Re: Creating a Construction Parking Lot at Falmouth and Westchester Parkway
Date: Tue, 27 Jan 2009 16:18:11 -0800

In case you are not aware, this is America, not some third world country like Zimbabwe with an all powerful dictator. You guys seem to think you can do whatever you want and "to Hell with the neighborhood, its schools and its residents". This parking lot will create terrible congestion and add many safety issues for the students at Westchester and St. Anastasia High Schools and all the other residents in the area. Obviously the "our" in ourax@awa.org pertains to your belief that LAX belongs to a few bureaucrats and not the public. What's your next step, bulldozing all of Playa del Rey?

Jack Berlin, President
8311 Deigany Ave
Playa del Rey, CA 90293

You received this message because you are subscribed to the Google Groups "Playa del Rey Neighbors" group.
To post to this group, send email to PDRN@googlegroups.com.
To unsubscribe from this group, send email to PDRN+unsubscribe@googlegroups.com.
For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>.

Windows Live™ Hotmail @:.....more than just e-mail [Check it out.](#)

From: John S. Kiralla [mailto:jkiralla@me.com]
Sent: Wed 1/28/2009 10:12 AM
To: TBIT RECONFIGURATION; MARTINEZ-SIDHOM, BRENDA
Subject: FW: Falmouth Parking Lot

LAX Representative:

I am extremely concerned and motivated to act regarding the concept that a temporary parking lot for 2,000 is being considered off of Westchester Parkway. Given the sizable footprint of LAX, I find it impossible to believe that the only viable solution is to choose a densely populated section of Playa del Rey that borders two high schools and an elementary school. Clearly, this section of our "residential" neighborhood was never designed to handle today's traffic let alone the safety and health hazards that would be introduced by this move.

While I know that LAWA must consider multiple proposals, I would like to know why this location ultimately being chosen. And, I can assure you that 1000s of residents in our area have become aware of this latest development and stand ready to do whatever is necessary to prevent it. Please understand that your local neighbors are at the breaking point. I've heard comments that LAWA will utilize traffic signs to prevent the traffic from entering PDR's neighborhood. That is not a solution. By the way, since when is Westchester Parkway itself not part of our neighborhood? Surely you've seen children and residents jogging, biking, etc., right? It is a nice "parkway" and it is certainly not a highway.

Finally, I ask that LAWA reconsider building this lot on another area of the LAX property that is more suitable. Both Imperial Highway and Pershing Drive do not border residential neighborhoods. How is it possible that these zones are not being utilized in place of Westchester Parkway? I find it very difficult to believe that LAWA's risk manager or business affairs personnel can sign-off on this project knowing that you run such high exposure to liability by making this move despite local protest. I don't wish this upon anyone, but it only requires an unfortunate incident that could easily occur with the numerous children, elderly and other neighbors who use this area when this parking lot turns our neighborhood into part of the LAX industrial complex. Reconsider.

Thank you for listening.
John Kiralla
7900 W 79th St
Playa del Rey, CA 90293

From: Jan [mailto:janodonnell@myway.com]
Sent: Wed 1/28/2009 12:30 PM
To: TBIT RECONFIGURATION
Subject: LAX NON-Expansion

Whatever it takes to get more air traffic diverted from LAX, I am for, as long as it stays within the current footprint! I think air quality in Westchester and El Segundo is deteriorating, traffic is increasing I would like to see Ontario updated and the new Airbus Jumbo jets sent there I think this area is too populated for any increase in flights to LAX
I am still curious about the ability of Orange County to close the military airport but we neighbors of LAX have no power
My concern is lack of trust in this project I see Sepulveda being widened and articles in the Times about the planned increase in the Airbus Jumbo jets to LAX and the need to stay competitive I think this is another back door strategy to enlarge the airport
There are millions of dollars being spent on studies to improve LAX, but never any to evaluate whether it is time to relocate a major airport to a less populated area and build a state of the art light rail system that actually has a logical end point

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From: andreshouse@att.net [mailto:andreshouse@att.net]
Sent: Wed 1/28/2009 12:37 PM
To: Chad Molnar; L Farris
Cc: Ann Wexler; kkanter@earthlink.net; harryrose@gmail.com; Jennifer@HomerunEnt.com; Jim Kennedy; Mike Bonin; dakoske@mac.com; kcorey@scglobal.net; Dennyschneider@wellvfree.com; andreshouse@att.net; MARTINEZ-SIDHOM, BRENDA; TBIT RECONFIGURATION; TBIT RECONFIGURATION
Subject: Re: FW: [PDR Neighbors] FW: Comment Period for the Tom BradleyInternational Terminal (TBIT) Reconfiguration Project -Extended

Dear Chad,

Just to be clear, we do not want reductions We want 100% RELOCATION, away from the residential and school areas, I believe the area by the Freeway was suggested Please make sure that LAWA is aware of this

Best Regards,

Eric Andres

----- Original message from "Chad Molnar" <Chad.Molnar@lacity.org>: -----
Thanks, Lisa

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Parking lots; whether they be deemed permanent or temporary should be located closer to the freeway or direct access of freeways as to minimize the negative impacts of pollution and traffic on an already overburdened residential neighborhoods, who are already suffering from property value concerns

From: PDRN@googlegroups.com [mailto:PDRN@googlegroups.com] On Behalf Of Karen Kanter
 Sent: Tuesday, January 27, 2009 4:23 PM
 To: PDRN@googlegroups.com
 Subject: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

This is the proposal to among other things put a 2,000 space "temporary" (sure!) parking lot at Westchester Parkway and Falmouth. Please submit your comments by February 4th

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 Sent: January 27, 2009 4:08 PM
 To: TBIT RECONFIGURATION
 Subject: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

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Dennis Quilliam, City Planner
 Los Angeles World Airports
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To: PDRN@googlegroups.com Subject: [PDR, Neighbors] FW: Comment Period

for the Tom Bradley International Terminal (TBIT) Reconfiguration

Project - Extended This is the proposal to among

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From: MARTINEZ-SIDHOM, BRENDA [mailto:BSIDHOM@lawa.org] Sent:

January 27, 2009 4:08 PM To: TBIT RECONFIGURATION Subject:

Comment Period for the Tom Bradley International Terminal (TBIT)

Reconfiguration Project - Extended

The comment period for the Los

Angeles International Airport Tom Bradley International Terminal

(TBIT) Reconfiguration Project has been extended from Wednesday,

January 28, 2009 to Wednesday, February 4, 2009

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To: PDRN@googlegroups.com Subject: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended This is the proposal to among other thing put a 2,000 space "temporary" (sure!) parking lot at Westchester Parkway and Falmouth Please submit your comments by February 4th

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From: Betsy Hall [mailto:ehall@ucla.edu]

Sent: Wed 1/28/2009 1:15 PM

To: TBIT RECONFIGURATION

Subject: Environmental impact comments TBI Project

Before any project that is not designed to reduce LAX's passenger load goes forward, major environmental impacts on the community must be addressed

1. Air pollution - Quite often air pollution from jet exhaust hangs over the community of Westchester. Airport service vehicles and equipment and airport traffic makes the situation even worse. Because there are many schools near the airport, this is of major concern. There are no real-time monitoring stations in Westchester and there is no system to alert the schools when air pollution is heavy and outdoor exercise would be hazardous to children's health. These must be put into place as part of the TBI project plan.
2. Traffic - Westchester is heavily impacted by airport traffic and yet light rail service has yet to be connected directly to the airport. At many other airports around the nation you can take light rail directly from the airport to downtown (and elsewhere). This is an excellent traffic solution that LAX MUST adopt for the TBI project.
3. Noise pollution - This is a major problem in Westchester and yet the noise abatement program is available only to those most heavily impacted.

Due to reconfiguration, the TBI project is likely to increase noise pollution in the community. As you are likely aware, noise pollution contributes to health problems such as hypertension. The noise abatement program must be expanded further into the community.

--Betsy

Elizabeth Hall, Ph D

8141 Chase Ave

Los Angeles, CA 90045

From: MerryRun [mailto:merryrun@roadaway.net]

Sent: Wed 1/28/2009 1:30 PM

To: TBIT RECONFIGURATION

Cc: MerryRun; Bill Rosendahl

Subject: Comments re: TBITPROJECT

re: comments to TBIT Reconstruction Building Process

There should **not** be a parking lot built on the empty land at Westchester Parkway and Falmouth in Playa del Rey

A parking lot in this area will cause more traffic congestion and increased air pollution in Playa del Rey and Westchester, which are already beset by the roar of airplanes, often into the early morning hours. The streets of Westchester and Playa del Rey are already heavily impacted by airport traffic as it is.

A more humane and practical solution would be to place this proposed parking lot at the "Continental City" site, (at Aviation and Imperial Highway) which is close to several freeway offramps (the Aviation Boulevard exit on the 105 and the Imperial Highway exit on the 405) or northeast of Continental City at Parking Lot A, which could be expanded. Bus service is already provided from Lot A to LAX.

So why not expand upon something already in use, like Lot A, rather than inflicting a a costly and unnecessary parking lot which would negatively impact residents already negatively impacted by LAX. That construction money could be put to far better use.

Please acknowledge receipt of this comment

Sincerely,

Carole Hossan

occasional Playa del Rey resident/utilizer of LAX

90293

From: Harry Rose [mailto:harryrose@gmail.com]
Sent: Wednesday, January 28, 2009 1:52 PM
To: Chad Molnar
Cc: andreshouse@att.net; L Farris; Karen Kanter; Ann Wexler; Jennifer@HomenunEnt.com; Jim Kennedy; Mike Bonin; MARTINEZ-SIDHOM, BRENDA; TBIT RECONFIGURATION; TBIT RECONFIGURATION; dakoske@mac.com; kkorey@sbcglobal.net; Dennyschneider@welivefree.com
Subject: Re: FW: [PDR Neighbors] FW: Comment Period for the Tom BradleyInternational Terminal (TBIT) Reconfiguration Project -Extended

Hi Chad,

I didn't send them a picture but several of us noted that LAWA has quite a bit of empty land near some freeway off ramps and suggested they make use of it for this parking lot. They have even lined the bottom of "the pit" at the Continental City site with discarded asphalt. Buses already carry construction workers from Lot A to WWWest

Even Lot A looks a bit underutilized according to GoogleSat

Chad Molnar wrote:

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Parking lots; whether they be deemed permanent or temporary should be located closer to the freeway or direct access of freeways as to minimize the negative impacts of pollution and traffic on an already overburdened residential neighborhoods, who are already suffering from property value

concerns

From: PDRN@googlegroups.com [<mailto:PDRN@googlegroups.com>] On Behalf Of

Karen Kanter

Sent: Tuesday, January 27, 2009 4:23 PM

To: PDRN@googlegroups.com

Subject: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

This is the proposal to among other thing put a 2,000 space "temporary" (sure!) parking lot at Westchester Parkway and Falmouth. Please submit your comments by February 4th

From: MARTINEZ-SIDHOM, BRENDA [<mailto:BSIDHOM@lawa.org>]

Sent: January 27, 2009 4:08 PM

To: TBIT RECONFIGURATION

Subject: Comment Period for the Tom Bradley International Terminal (TBIT)

Reconfiguration Project - Extended

The comment period for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project has been extended from Wednesday, January 28, 2009 to Wednesday, February 4, 2009

Written comments should be sent to:

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

Or electronically mailed to either of the following e-mail addresses:

TBITPROJECT@LAWA.ORG
TBITRECONFIGPROJECT@LAWA.ORG

Documents are available for review at:

www.ourlax.org <<http://www.ourlax.org>> under Projects-

Publications

LAX Stakeholder Liaison Office

(800) 919-3766

GS

You received this message because you are subscribed to the > Google Groups "Playa del Rey Neighbors" group To post to this group, send email to PDRN@googlegroups.com To unsubscribe from this group, send email to PDRN+unsubscribe@googlegroups.com For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>



From: andreshouse@att.net [mailto:andreshouse@att.net]
Sent: Wed 1/28/2009 9:26 PM
To: MARTINEZ-SIDHOM, BRENDA; TBIT RECONFIGURATION; TBIT RECONFIGURATION
Subject: NO PARKING LOT IN Playa Del Rey

From: Jennifer Dakoske <jdakoske@mac.com>
Date: January 28, 2009 2:23:07 PM PST
To: Tbitreconfigproject@lawa.org
Subject: NO PARKING LOT IN PDR

I have been attempting to post my comment to your proposal for a temporary parking lot to be constructed on Westchester Parkway. Your website never works, your email doesn't work. It is nearly impossible for the public to make any comment to your proposal when you do not have a working email address for people to use.

I STRONGLY oppose this parking lot and any parking lot that would bring additional cars; pollution and people into our residential neighborhood. A similar proposal was part of the Hahn/consensus plan several years ago and it was thrown out. That parking lot was to be built on the dunes off of Pershing Blvd and at that time Mayor Villaraigosa stood up on behalf of this neighborhood in opposition to ANY proposal that placed ADDITIONAL BURDEN on our already over-burdened residential neighborhood. Nothing has changed. We do not want a parking lot in our neighborhood and just because the location has been moved from Pershing to Westchester Parkway - it still has the same negative effect on our residential neighborhood; more vehicle trips, more pollution, more traffic, more crime. We already shoulder more burden than any other neighborhood in the LA basin as a result of LAX. We can not tolerate any more. This parking lot should be located closer to the freeway or to Imperial Hwy, where most employees would be coming from.

Over and over again, we are told by LAX representatives that *LAX wants to be a good neighbor*.... this is not neighborly. Put your parking lot somewhere else.

Sincerely,
Jennifer Dakoske Koslu

From: Jane St. John [mailto:janejohn@gmail.com]
Sent: Wed 1/28/2009 4:05 PM
To: TBIT RECONFIGURATION
Subject: Parking Lot at Falmouth and Westchester Parkway

Those of us who live and own property in Playa del Rey are appalled that a parking lot for over 2000 cars is planned in the area immediately adjacent to a school, and already heavily trafficed thoroughfares. If, in fact, it is temporary and for construction personnel, why not put it closer to the freeway and away from residential property?
It seems that this community continues to take the brunt of impact of anything that goes on at LAX. We recognize that there needs to be modernization, but we do not favor expansion. A "temporary" parking lot would probably ultimately become permanent. I can see the traffic on Pershing Drive, Falmouth Ave, Westchester Parkway, and Sepulveda now!
Please seriously reconsider this option!
Jane St John, homeowner

From: Jennifer Dakoske [mailto:dakoske@mac.com]
Sent: Wed 1/28/2009 9:30 PM
To: andreshouse@att.net
Cc: Chad Molnar; L Farris; Ann Wexler; kkanter@earthlink.net; harrYROSE@gmail.com; Jennifer@HomerunEnt.com; Jim Kennedy; Mike Bonin; kkorey@sbcglobal.net; Dennyschneider@wellivfree.com; MARTINEZ-SIDHOM, BRENDA; TBIT RECONFIGURATION; TBIT RECONF IGURATION
Subject: Re: [PDR Neighbors] FW: Comment Period for the Tom Bradley/International Terminal (TBIT) Reconfiguration Project -Extended

Dear Chad,
I agree with Eric and I also want to add that the term "temporary" doesn't mean anything when construction is due to go on for upwards of ten years. Referring to this lot as "temporary" is a joke. Any reduction in capacity or size, or even "time" is unacceptable. This lot must be located closer to the 405 or 105-- not in a residential neighborhood
Best Regards,
Jennifer Dakoske Koslu

On Jan 28, 2009, at 12:37 PM, andreshouse@att.net wrote:

Dear Chad,

Just to be clear, we do not want reductions. We want 100% RELOCATION, away from the residential and school areas. I believe the area by the Freeway was suggested. Please make sure that LAWA is aware of this

Best Regards,

Eric Andres

Original message from "Chad Molnar": <Chad Molnar@lacity.org

Thanks, Lisa

I'm told that LAWA is working on a significant reduction of that parking structure. I don't know yet what that means, but you should know that they are already considering the strong community opposition on that project. I will update you as I learn more.

I can't advise you on how to campaign against the parking only because the MOU signed between the City Council and LAWA that created my position is very strict about maintaining my position as a neutral liaison, but I have copied Mike Bonin and Jim Kennedy so that they see your questions as well. They are not bound by the same rules.

I can, however, strongly recommend that everyone who shares your concern take this extended opportunity to comment on the NOP.

-Chad

"L Farris" <l.farris@ca.rr.com> 1/27/2009 4:46 PM >>>

We appreciate your work on the extension Chad. What will be the most effective means of getting the point across that NO temporary 2,000 space LAX parking structure will be tolerated by this community. Do we need to go straight to the press (who are keenly interested in the lack of community concern), the Mayor, Councilman Rosendahl. Many people feel, based upon the recent dead bounced e-mail links, that LAWA really doesn't want to hear, nor do they care.

Parking, masked as temporary or not, must be kept near Freeways and cannot be anywhere near schools (including St. Anastasia, WHS among others, nor residential areas for a variety of reasons, per Jennifer and Harry's prior notes below:

We are very concerned about the proposal to construct a parking lot off of Westchester Parkway near Falmouth. As residents of Playa del Rey and Westchester commuters who travel Westchester Parkway & Pershing for work, school and shopping we strongly opposed this plan. A parking lot of this size should not be located so close to a residential neighborhood and schools! We have enough challenges and delays with traffic coming through our neighborhood from the Southbay and streets are already congested. We are extremely concerned about the extra pollution associated with these vehicles. The proposal calls for over 2,000 parking spaces and that means multiple trips in and out for lunch, breaks, and so forth-- that's way too much traffic coming into our small and already overburdened neighborhood!

Originally, prior to the lawsuit settled several years ago, the Hahn plan included a similar parking lot to be built off of Pershing Blvd and it was strongly opposed by residential groups including ARSAC; one of the key litigants Mayor Antonio Villaraigosa stood by ARSAC at that time and supported our neighborhood in saying that NO EMPLOYEE parking lot should be built so close to this residential neighborhood; causing so much more traffic to spill onto our already overburdened streets. At the time that the lawsuit was settled, the proposed parking lot that was to be built off of Pershing Blvd was thrown out of the plan as unacceptable. However, now, this new plan to build a lot off of Westchester Parkway is just as offensive and once again undermines the spirit of the settlement agreement.

Parking lots of this size should be located closer to the freeway where most construction workers will be coming from. This is not something that should be located in an already extremely overburdened residential neighborhood. The majority of the Playa del Rey neighbors community group STRONGLY oppose the plan to build any parking facility off of Westchester Parkway or Pershing Blvd for the following reasons:

1. We are extremely concerned about the increased traffic this will bring to the ongoing Pershing, Culver Blvd, Sepulveda, La Tijera challenges and delays.
2. We will not tolerate some story about only allowing right or left turns from Falmouth at Westchester Parkway because we know that LAPD incapable enforcing traffic laws.
3. LAWA should locate this parking by a freeway where it belongs.
4. We are concerned about additional pollution.
5. We are concerned about our already affected property values.

Parking lots, whether they be deemed permanent or temporary should be

located closer to the freeway or direct access of freeways as to minimize the negative impacts of pollution and traffic on an already overburdened residential neighborhoods, who are already suffering from property value concerns.

From: PDRN@googlegroups.com [mailto:PDRN@googlegroups.com] On Behalf Of Karen Kanter
 Sent: Tuesday, January 27, 2009 4:23 PM
 To: PDRN@googlegroups.com
 Subject: [PDR Neighbors] FW: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

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From: MARTINEZ-SIDHOM, BRENDA [mailto:BSIDHOM@lawa.org]
 Sent: January 27, 2009 4:08 PM
 To: TBIT RECONFIGURATION
 Subject: Comment Period for the Tom Bradley International Terminal (TBIT) Reconfiguration Project - Extended

The comment period for the Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project has been extended from Wednesday, January 28, 2009 to Wednesday, February 4, 2009.

Written comments should be sent to:

Dennis Quilliam, City Planner
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Or electronically mailed to either of the following e-mail addresses:

TBITPROJECT@LAWA.ORG
 TBITRECONFIGPROJECT@LAWA.ORG

Documents are available for review at:

www.ourlax.org <http://www.ourlax.org/> under Projects-
 Publications
 LAX Stakeholder Liaison Office
 (800) 919-3766
 GS

You received this message because you are subscribed to the > Google Groups "Playa del Rey Neighbors" group
 To post to this group, send email to PDRN@googlegroups.com
 To unsubscribe from this group, send email to PDRN-unsubscribe@googlegroups.com
 For more options, visit this group at

<http://groups.google.com/group/PDRN?hl=en>

From: JOHNNIE TELFORD [mailto:jtelford@telforddesign.com]

Sent: Thu 1/29/2009 10:03 AM

To: TBIT RECONFIGURATION

Subject: Notice of Preparation responses

Attention Dennis Quilliam City Planner

Mr Quilliam I am interested in talking with you or who ever is writing the specifications for passenger loading bridges for the north and south concourses at TB T have the equipment called the S DE Shift Cab that is already servicing the A380 Aircraft with and without dual aircraft doors on 21 gates at LAX. If you contact Van Thompson at LAVA he can tell you how much they like the Side Shift Cab and how easy it makes docking to the A380 as well as all other aircrafts (and the Side Shift Cab makes docking to 757 737 and all aircraft) because by shifting only the front portion of the cab either left or right. It makes docking easy for even the first time operators to dock to aircraft door the first time thus saving time and money along with the saving of all moving parts on the passenger loading bridge

This equipment is equipped to service a Jetway or ThyssenKrupp Passenger Loading Bridge

if it would be possible could come there and give presentation

Johnnie Claire Telford
R.J Design LLC
44280 Stein
Hammond Louisiana 70403

Phone 985-419-2999
CELL 985-634-4151

WEBSITE www.telforddesign.com to view small video's of equipment in actual operation



Side Shift Cab installed in ThyssenKrupp Manufacturing Facility
 LOCATION LOS ANGELES TO SERVICE A380 AIRCRAFT
 DOWN TO COMMUTER AIRCRAFT



SIDE SHIFT CAB DOCKING A380 AIRCRAFT IN LOS ANGELES, CA



SHOWING DOCKED AND SHIFTED ON BOTH GATES

Appendix B
LAX Bradley West Project Draft EIR

On-Airport Surface Transportation Data

May 2009

Prepared for:

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

Prepared by:

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

Appendix B On-Airport Surface Transportation Data

Appendix B-1 Study Area Network Calibration

Appendix B-2 2013 Future Traffic Volumes

Appendix B-3 Study Area Intersection Capacity Analysis

B. On-Airport Surface Transportaiton Data

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Appendix B-1
LAX Bradley West Project Draft EIR

Study Area Network Calibration

May 2009

Prepared for:

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

Prepared by:

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

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1. NETWORK CALIBRATION

Appendix B-1 provides the LAX roadway network calibration results.

Table 1
Network Calibration - Lower Level

Link	Description	2008 Baseline	2008 Baseline Balanced	% Difference
CA	Entrance from Lower Level N	116	118	-1.8%
CE	Center Way N, east of XP4	360	358	0.7%
CF	Center Way S, east of XP6	255	233	9.3%
CG	NB West Way, south of Center Way	55	55	-0.7%
CH	NB West Way, north of Center Way	55	55	-0.7%
CI	SB West Way, south of lower level roadway	292	300	-2.8%
CJ	SB West Way, south of XP4	308	330	-6.7%
CK	SB West Way, south of Center Way	252	260	-2.9%
CL	SB West Way, south of EP16	229	230	-0.6%
CM	Center Way N, east of West Way intersection	438	428	2.3%
CN	Center Way S, east of West Way intersection	255	233	9.3%
CO	Center Way N, east of XP3	454	468	-3.1%
CP	Center Way S, east of XP7	301	262	14.7%
CQ	Center Way N, east of XP2	507	548	-7.5%
CU	Center Way N, east of Theme Way intersection	507	548	-7.5%
CV	Center Way S, east of XP8	411	330	24.6%
CW	East Way NB, north of Center Way	187	150	24.6%
CX	East Way NB, south of Center Way	157	150	4.5%
CY	East Way SB, north of Center Way	164	170	-3.2%
CZ	East Way SB, south of Center Way	164	160	2.8%
CAA	East Way SB, south of EP19	164	160	2.8%
CAB	Center Way, east of East Way intersection	888	888	0.0%
CAC	Center Way, east of XP1	1048	1051	-0.3%
CAD	Center Way, east of XP10	1048	1051	-0.3%
CAF	Center Way, east of exit to return/exit	1048	1051	-0.3%
CAG	Center Way, east of XP11	1187	1219	-2.6%
CAH	Center Way, east surface EP22	1187	1219	-2.6%
CAI	Center Way, east of upper level ramp	1409	1440	-2.1%
CAJ	Center Way, east XP12	1409	1440	-2.1%
CAK	Return/exit roadway, north of Center Way	486	493	-1.4%
CAL	Return/exit roadway, west of Century Blvd entrance/exit	78	118	-34.1%
CAM	Upper level ramp to EB Center Way	222	221	0.5%
CAN	Upper level ramp to return/exit	447	379	17.9%
CAO	Return/exit roadway, South of lower level roadway	535	497	7.6%
CAP	Exit to Sky Way	183	200	-8.6%
EP8	Lower Level Entrance to P1 (1)	44	40	8.8%
EP9	Lower Level Entrance to P1 (2)	49	45	9.1%
EP10	Lower Level Entrance to P2A	21	40	-46.3%
EP11	Lower Level Entrance to P2	21	35	-38.6%
EP13	Lower Level Entrance to P3	174	165	5.5%
EP14	Lower Level Entrance to P4	164	160	2.8%
EP16	Lower Level Entrance to P5	24	30	-20.8%
EP17	Lower Level Entrance to P6	70	70	0.3%
EP20	Lower Level Entrance to P7 (2)	45	40	13.3%
EP21	Lower Level Entrance to P7 (3)	45	40	13.3%

B-1. Study Area Network Calibration

Table 1

Network Calibration - Lower Level

Link	Description	2008 Baseline	2008 Baseline Balanced	% Difference
XP1	Exit from P1 to Center Way	160	163	-2.1%
XP2	Exit from P2A to Center Way	54	80	-33.0%
XP3	Exit from P2 to Center Way	16	40	-60.4%
XP4	Exit from P2 to SB West Way	16	30	-46.2%
XP5	Exit from P3/Surface Lot to Center Way	266	240	10.9%
XP6	Exit from P4/Surface Lot to Center Way	255	233	9.3%
XP7	Exit from P5 to Center Way	46	29	58.8%
XP8	Exit from P6/Surface Lot to Center Way	110	68	62.5%
XP11	Exit from P7 to Center Way (2)	139	168	-17.0%
LA	Lower Level roadway entrance	2625	2664	-1.5%
LB	T1 Outer Curb, west of EP8	2582	2624	-1.6%
LC	T1 Outer Curb, after inner curb exit 1	2476	2520	-1.8%
LD	T1 Outer Curb, west of EP9 and inner curb exit 2	2322	2371	-2.1%
LE	T1 Outer Curb, west of East Way intersection	2344	2351	-0.3%
LF	Outer Curb, west of inner curb entrance from T1	2594	2599	-0.2%
LG	T2 Outer Curb, west of exit to inner curb	2541	2569	-1.1%
LH	T2 Outer Curb, west of Theme Way	2541	2569	-1.1%
LI	T2 Outer Curb, west of EP10	2520	2529	-0.4%
LJ	T2 Outer Curb, west of inner curb entrance from T2	2573	2559	0.5%
LK	T2 Outer Curb, west of exit to inner curb	2510	2524	-0.6%
LL	T2 Outer Curb, west of EP11	2488	2489	0.0%
LM	T2 Outer Curb, west of inner curb entrance from T2	2551	2524	1.1%
LO	T2 Outer Curb, west West Way intersection	2314	2279	1.5%
LP	T2 Outer Curb, west of exit to inner curb	2258	2214	2.0%
LQ	T3 Outer Curb, west of EP12	2258	2214	2.0%
LR	T3 Outer Curb, west of EP13	2084	2049	1.7%
LS	T3 Outer Curb, west of entrance from inner curb	2140	2114	1.2%
LT	TBIT Outer Curb, south of exit to inner curb	1586	1611	-1.5%
LU	TBIT Outer Curb, south of Center Way intersection	1471	1493	-1.5%
LV	TBIT Outer Curb, south of exit to inner curb	1388	1421	-2.3%
LW	TBIT Outer Curb, south of entrance from inner curb	1941	1924	0.9%
LX	T4 Outer Curb, east of exit to inner curb	1720	1674	2.8%
LY	T4 Outer Curb, east of EP14	1556	1514	2.8%
LAA	T4 Outer Curb, east of EP15	1556	1514	2.8%
LAB	T4 Outer Curb, after entrance from inner curb	1860	1836	1.3%
LAC	Outer Curb, east of West Way intersection	2034	2011	1.1%
LAD	T5 Outer Curb, after exit to inner curb	1970	1939	1.6%
LAE	T5 Outer Curb, east of EP17	1899	1869	1.6%
LAF	T5 Outer Curb, east of inner curb entrance/exit	1676	1616	3.7%
LAG	T6 Outer Curb, east of EP18	1676	1616	3.7%
LAH	T6 Outer Curb, east of XP9	1676	1616	3.7%
LAI	T6 Outer Curb, east of exit to inner curb	1491	1435	3.9%
LAJ	Outer Curb, east of East Way intersection	1655	1595	3.8%
LAK	T7 Outer Curb, east of inner curb entrance/exit	1853	1813	2.2%
LAL	T7 Outer Curb, east of EP20	1808	1773	2.0%
LAM	T7 Outer Curb, east of exit to inner curb	1808	1773	2.0%
LAN	T7 Outer Curb, after EP21	1762	1733	1.7%
LAO	T7 Outer Curb, after entrance from inner curb	1849	1833	0.9%
LAP	T7 Outer Curb, after XP13	1849	1833	0.9%
LAQ	T8 Outer Curb, east of inner curb entrance/exit	1881	1871	0.5%
LAR	T8 Outer Curb, after inner curb entrance	1881	1871	0.5%
LAS	Lower Level Exit 1 (south)	1134	1155	-1.8%
LAT	Lower Level Exit 2 (east)	1669	1663	0.4%
LAU	Entrance from Sky Way	462	506	-8.6%

B-1. Study Area Network Calibration

Table 1

Network Calibration - Lower Level

Link	Description	2008 Baseline	2008 Baseline Balanced	% Difference
IA	T1 Inner Curb, east	39	40	-1.5%
IB	T1 Inner Curb, center	145	144	0.9%
IC	T1 Inner Curb, west	250	248	0.8%
IE	T2 Inner Curb, east	53	30	77.1%
IG	T2 Inner Curb, center west	63	35	79.5%
II	T3 Inner Curb, center	56	65	-13.4%
IK	TBIT Inner Curb, center	554	503	10.1%
IL	TBIT Inner Curb, south	636	575	10.7%
IM	Inner Curb between TBIT and T4	83	75	10.3%
IN	T4 Inner Curb	304	322	-5.6%
IP	T5 Inner Curb, center	64	72	-11.0%
IQ	T6 Inner Curb, center	287	325	-11.6%
IR	T6 Inner Curb, east	316	356	-11.3%
IS	T7 Inner Curb, west	118	138	-14.3%
IT	T7 Inner Curb, center	118	138	-14.3%
IU	T8 Inner Curb	32	38	-15.9%
			RMS	29

Source: Ricondo & Associates, Inc., February 2009.

B-1. Study Area Network Calibration

Table 2

Network Calibration - Upper Level

Link	Description	2008 Baseline Model	2008 Baseline Balanced	% Difference
UA	WB World Way N, east of East Way (upper level roadway entrance)	2618	2596	0.9%
UB	SB East Way, exiting from World Way	376	382	-1.6%
UC	SB East Way, south of EP1	325	330	-1.5%
UD	SB East Way, south of EP7	232	264	-11.9%
UE	WB World Way N, west of East Way intersection	2360	2348	0.5%
UF	SB West Way, exiting from World Way	484	462	4.8%
UG	SB West Way, south of EP2	396	389	1.8%
UI	EB Entrance ramp from Center Way to West Way	85	85	0.0%
UJ	SB West Way, south of Center Way ramp	481	464	3.7%
UK	SB West Way, south of EP5 - entering World Way S	417	389	7.2%
UL	WB World Way, west of SB West Way exit	1876	1886	-0.6%
UM	SB World Way, south of EP3	1763	1766	-0.2%
UN	SB World Way, south of EP4	1660	1646	0.9%
UO	EB World Way S, east of West Way	2075	2035	1.9%
UP	NB East Way - exit from World Way S, entrance to World Way N	117	134	-12.4%
UQ	EB World Way S, east of East Way	2190	2165	1.1%
UR	Upper level Exit (south and east)	1657	1651	0.4%
US	Upper level recirculation/exit (north)	533	514	3.6%
EP1	Upper level entrance to P1	51	52	-2.1%
EP2	Upper level entrance to P2/P2A	88	73	20.7%
EP3	Upper level entrance to P3	113	120	-6.0%
EP4	Upper level entrance to P4	105	120	-12.3%
EP5	Upper level entrance to P5/P6	64	75	-14.5%
EP7	Upper level entrance to P7	92	66	40.0%
			RMS	18

Source: Ricondo & Associates, Inc., February 2009.

Appendix B-2
LAX Bradley West Project Draft EIR

2013 Future Traffic Volumes

May 2009

Prepared for:

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

Prepared by:

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

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1. FUTURE TRAFFIC VOLUMES

Appendix B-2 provides the future traffic volumes for 2013 with and without project conditions.

Table 1
Future Traffic Volumes - Lower Level

Link	Description	2013 With Project	2013 Without Project
CA	Entrance from Lower Level N	242	217
CAA	East Way SB, south of EP19	266	249
CAB	Center Way, east of East Way intersection	1635	1474
CAC	Center Way, east of XP1	1852	1691
CAD	Center Way, east of XP10	1852	1691
CAE	Return/exit roadway, north of Center Way	0	0
CAF	Center Way, east of exit to return/exit	1852	1691
CAG	Center Way, east of XP11	2037	1872
CAH	Center Way, east surface EP22	2037	1872
CAI	Center Way, east of upper level ramp	2435	2251
CAJ	Center Way, east XP12	2435	2251
CAK	Return/exit roadway, north of Center Way	654	621
CAL	Return/exit roadway, west of Century Blvd entrance/exit	78	78
CAM	Upper level ramp to EB Center Way	398	380
CAN	Upper level ramp to return/exit	479	474
CAO	Return/exit roadway, South of lower level roadway	587	577
CAP	Exit to Sky Way	214	211
CB	Ramp from upper level	0	0
CC	Ramp to upper level	0	0
CD	Entrance from Lower Level S	0	0
CE	Center Way N, east of XP4	762	656
CF	Center Way S, east of XP6	429	393
CG	NB West Way, south of Center Way	92	81
CH	NB West Way, north of Center Way	92	81
CI	SB West Way, south of lower level roadway	464	463
CJ	SB West Way, south of XP4	516	499
CK	SB West Way, south of Center Way	404	404
CL	SB West Way, south of EP16	318	317
CM	Center Way N, east of West Way intersection	874	751
CN	Center Way S, east of West Way intersection	429	393
CO	Center Way N, east of XP3	923	782
CP	Center Way S, east of XP7	582	546
CQ	Center Way N, east of XP2	1049	889
CR	Theme Way from outer curb	0	0
CS	Theme Way to ?	0	0
CT	Theme Way to Center Way N	0	0
CU	Center Way N, east of Theme Way intersection	1049	889
CV	Center Way S, east of XP8	677	659
CW	East Way NB, north of Center Way	327	281
CX	East Way NB, south of Center Way	294	267
CY	East Way SB, north of Center Way	266	249
CZ	East Way SB, south of Center Way	266	249
EP10	Lower Level Entrance to P2A	68	56
EP11	Lower Level Entrance to P2	68	40
EP12	Lower Level Entrance to Surface Lot	0	0
EP13	Lower Level Entrance to P3	329	275
EP14	Lower Level Entrance to P4	265	241
EP15	Lower Level Entrance to Surface Lot	0	0
EP16	Lower Level Entrance to P5	87	87
EP17	Lower Level Entrance to P6	48	60
EP18	Lower Level Entrance to Surface Lot	0	0

B-2. 2013 Future Traffic Volumes

Table 1

Future Traffic Volumes - Lower Level

Link	Description	2013 With Project	2013 Without Project
EP19	Lower Level Entrance to P7 (1)	0	0
EP20	Lower Level Entrance to P7 (2)	60	59
EP21	Lower Level Entrance to P7 (3)	60	59
EP22	Lower Level Entrance to Surface Lot	0	0
EP8	Lower Level Entrance to P1 (1)	66	65
EP9	Lower Level Entrance to P1 (2)	74	74
IA	T1 Inner Curb, east	60	59
IB	T1 Inner Curb, center	216	215
IC	T1 Inner Curb, west	371	369
ID	Inner Curb between T1 and T2	0	0
IE	T2 Inner Curb, east	167	136
IF	T2 Inner Curb, center	0	0
IG	T2 Inner Curb, center west	194	159
IH	T2 Inner Curb, west	0	0
II	T3 Inner Curb, center	103	100
IJ	T3 Inner Curb, west	0	0
IK	TBIT Inner Curb, center	1030	841
IL	TBIT Inner Curb, south	1184	967
IM	Inner Curb between TBIT and T4	154	126
IN	T4 Inner Curb	442	427
IO	T5 Inner Curb, west	0	0
IP	T5 Inner Curb, center	230	230
IQ	T6 Inner Curb, center	193	242
IR	T6 Inner Curb, east	212	266
IS	T7 Inner Curb, west	234	209
IT	T7 Inner Curb, center	234	209
IU	T8 Inner Curb	63	56
IV	Connection to Outer Curb, east of T8	0	0
IW	Connection to Outer Curb, east of exit to parking	0	0
IX	Connection to Outer Curb, east of entrance from service road	0	0
LA	Lower Level roadway entrance	4063	3757
LAA	T4 Outer Curb, east of EP15	2314	2131
LAB	T4 Outer Curb, after entrance from inner curb	2757	2558
LAC	Outer Curb, east of West Way intersection	2982	2794
LAD	T5 Outer Curb, after exit to inner curb	2752	2565
LAE	T5 Outer Curb, east of EP17	2704	2504
LAF	T5 Outer Curb, east of inner curb entrance/exit	2741	2492
LAG	T6 Outer Curb, east of EP18	2741	2492
LAH	T6 Outer Curb, east of XP9	2741	2492
LAI	T6 Outer Curb, east of exit to inner curb	2428	2201
LAJ	Outer Curb, east of East Way intersection	2694	2449
LAK	T7 Outer Curb, east of inner curb entrance/exit	2672	2507
LAL	T7 Outer Curb, east of EP20	2612	2448
LAM	T7 Outer Curb, east of exit to inner curb	2612	2448
LAN	T7 Outer Curb, after EP21	2552	2388
LAO	T7 Outer Curb, after entrance from inner curb	2723	2540
LAP	T7 Outer Curb, after XP13	2723	2540
LAQ	T8 Outer Curb, east of inner curb entrance/exit	2786	2597
LAR	T8 Outer Curb, after inner curb entrance	2786	2597
LAS	Lower Level Exit 1 (south)	1927	1766
LAT	Lower Level Exit 2 (east)	2640	2460
LAU	Entrance from Sky Way	696	649
LB	T1 Outer Curb, west of EP8	3997	3691
LC	T1 Outer Curb, after inner curb exit 1	3840	3535
LD	T1 Outer Curb, west of EP9 and inner curb exit 2	3611	3308
LE	T1 Outer Curb, west of East Way intersection	3730	3400
LF	Outer Curb, west of inner curb entrance from T1	4101	3769
LG	T2 Outer Curb, west of exit to inner curb	3934	3633
LH	T2 Outer Curb, west of Theme Way	3934	3633
LI	T2 Outer Curb, west of EP10	3866	3577

Table 1

Future Traffic Volumes - Lower Level

Link	Description	2013 With Project	2013 Without Project
LJ	T2 Outer Curb, west of inner curb entrance from T2	4033	3714
LK	T2 Outer Curb, west of exit to inner curb	3838	3555
LL	T2 Outer Curb, west of EP11	3770	3515
LM	T2 Outer Curb, west of inner curb entrance from T2	3964	3674
LO	T2 Outer Curb, west West Way intersection	3593	3291
LP	T2 Outer Curb, west of exit to inner curb	3489	3191
LQ	T3 Outer Curb, west of EP12	3489	3191
LR	T3 Outer Curb, west of EP13	3160	2916
LS	T3 Outer Curb, west of entrance from inner curb	3263	3017
LT	TBIT Outer Curb, south of exit to inner curb	2233	2176
LU	TBIT Outer Curb, south of Center Way intersection	1992	1958
LV	TBIT Outer Curb, south of exit to inner curb	1838	1833
LW	TBIT Outer Curb, south of entrance from inner curb	2868	2674
LX	T4 Outer Curb, east of exit to inner curb	2579	2372
LY	T4 Outer Curb, east of EP14	2314	2131
XP1	Exit from P1 to Center Way	217	217
XP10	Exit from P7 to Center Way (1)	0	0
XP11	Exit from P7 to Center Way (2)	184	181
XP12	Exit from Surface Lot to Center Way	0	0
XP2	Exit from P2A to Center Way	126	107
XP3	Exit from P2 to Center Way	49	31
XP4	Exit from P2 to SB West Way	52	36
XP5	Exit from P3/Surface Lot to Center Way	520	438
XP6	Exit from P4/Surface Lot to Center Way	429	393
XP7	Exit from P5 to Center Way	119	119
XP8	Exit from P6/Surface Lot to Center Way	129	147
XP9	Exit from Surface Lot to Lower Level Roadway	0	0

Source: Ricondo & Associates, Inc., February 2009.

B-2. 2013 Future Traffic Volumes

Table 2

Future Traffic Volumes - Upper Level

Link	Description	2013 With Project	2013 Without Project
UA	WB World Way N, east of East Way (upper level roadway entrance)	2683	2657
UB	SB East Way, exiting from World Way	213	213
UC	SB East Way, south of EP1	174	174
UD	SB East Way, south of EP7	130	130
UE	WB World Way N, west of East Way intersection	2604	2576
UF	SB West Way, exiting from World Way	405	405
UG	SB West Way, south of EP2	352	352
UH	WB Exit ramp from West Way to Center Way	0	0
UI	EB Entrance ramp from Center Way to West Way	85	85
UJ	SB West Way, south of Center Way ramp	437	437
UK	SB West Way, south of EP5 - entering World Way S	325	325
UL	WB World Way, west of SB West Way exit	2199	2171
UM	SB World Way, south of EP3	2052	2028
UN	SB World Way, south of EP4	1923	1900
UO	EB World Way S, east of West Way	2235	2213
UP	NB East Way - exit from World Way S, entrance to World Way N	133	132
UQ	EB World Way S, east of East Way	2240	2219
UR	Upper level Exit (south and east)	1704	1686
US	Upper level recirculation/exit (north)	537	533
UT	Transfer to lower level & exit (north)	445	441
UU	Upper level recirculation	7	7
UV	Upper level recirculation & entrance	7	7
UW	Entrance from Sky Way	0	0
UX	Entrance from east/south	0	0
EP1	Upper level entrance to P1	39	39
EP2	Upper level entrance to P2/P2A	54	54
EP3	Upper level entrance to P3	146	143
EP4	Upper level entrance to P4	134	132
EP5	Upper level entrance to P5/P6	112	112
EP7	Upper level entrance to P7	44	44

Source: Ricondo & Associates, Inc., February 2009.

Appendix B-3
LAX Bradley West Project Draft EIR

Study Area Intersection Capacity Analysis

May 2009

Prepared for:

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

Prepared by:

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

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TRAFFIX Analysis Reports

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1. CAPACITY ANALYSIS RESULTS

Appendix B-3 provides the capacity analysis results for the on-airport traffic study.

B-3. Study Area Intersection Capacity Analysis

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TRAFFIX Analysis Reports

B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Scenario Report

LL 2008 TBIT Peak

Scenario: LL 2008 TBIT Peak

Command: Default Command

Volume: Default

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Default Configuration

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Level Of Services Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Skyway and World Way N [lane geometry changed to reflect phasing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473

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

Optimal Cycle: 43 Level Of Service: A

Street Name: Skyway World Way North

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 Protected Protected

Signal: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include

Miss Green: 0

Lanes: 2 0 0 0 1 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 6 0 0

Volume Module:

Base Vol: 300 0 197 0 506 0

Growth Adj: 1.00

Initial Base: 300 0 197 0 506 0

User Adj: 1.00

PHF Adj: 1.00

PHF Volume: 300 0 197 0 506 0

Reduced Vol: 0

Final Vol: 300 0 197 0 506 0

PE Adj: 1.00

Final Vol: 300 0 197 0 506 0

Saturation Flow Module:

Sat/Lane: 1375

Adjustment: 1.00

Lanes: 2.00 0.00 1.00 0.00 3.00 0.00

Final Sat.: 2750 0 1375 0 4125 0

Capacity Analysis Module:

Vol/Sat: 0.12 0.00 0.14 0.00 0.12 0.00

Crit Vol: 165 169 316

Crit Moves: 316

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way South and World Way East

Cycle (sec): 100 Critical Vol./Cap. (X): 0.173

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

Optimal Cycle: 28 Level of Service: A

Street Name: World Way East World Way South

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 Protected Protected

Rights: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 1 3 0 0 0 0 0 0 0 0

Lanes: 0

Volume Module:

Base Vol: 0 0 0 0 160 0 0 0 150 1435 0 0 0 0 0

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

Initial Base: 0 0 0 0 160 0 0 0 150 1435 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 1.00 1.00 1.00 1.00 1.00

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

PHF Volume: 0 0 0 0 160 0 0 0 150 1435 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 0 176 0 0 0 150 1435 0 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.38 3.62 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 2750 0 0 0 521 4979 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.29 0.29 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 88

Crit Moves: ***

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 Center Way and Ramp from Upper Level

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384

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

Optimal Cycle: 37 Level of Service: A

Street Name: North Bound South Bound East Bound West Bound

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 Protected Protected

Rights: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0

Lanes: 0

Volume Module:

Base Vol: 0 0 0 0 221 0 0 0 1219 0 0 0 0 0 0

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

Initial Base: 0 0 0 0 221 0 0 0 1219 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 1.00 1.00 1.00 1.00 1.00

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

PHF Volume: 0 0 0 0 221 0 0 0 1219 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 0 243 0 0 0 1219 0 0 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 2750 0 0 0 4125 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.00 0.30 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 122

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #4 Center Way and World Way East

Level of Service: A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.080

Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 14 Level Of Service: A

Street Name: World Way East Center Way

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 Protected Protected

Rights: 0

Include: 0

Min. Green: 0 0 2 0 0 0 0 1 0 0 1 0 0 1 3 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol.: 0 150 0 0 160 10 25 878 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj.: 1.00

Initial Base: 0 150 0 0 160 10 25 878 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj.: 1.00

PHF Adj.: 1.00

PHF Volume: 0 150 0 0 160 10 25 878 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol.: 0

Reduced Vol.: 0 150 0 0 160 10 25 878 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj.: 1.00

MUF Adj.: 1.00

Final Vol.: 0 150 0 0 160 10 25 878 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375

Adj./Lane: 1.00

Adjustment: 0.00 2.00 0.00

Lanes: 0 2750 0 0 2588 162 152 5348 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Sat.: 0 2750 0 0 2588 162 152 5348 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.00 0.00 0.06 0.06 0.16 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 85 25

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 TBIT Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #5 Center Way and World Way West

Level of Service: A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.207

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

Optimal Cycle: 29 Level Of Service: A

Street Name: World Way West Center Way

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 Protected Protected

Rights: 0

Include: 0

Min. Green: 0 0 1 0 0 0 0 1 0 1 0 1 3 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol.: 0 55 0 0 260 70 25 591 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj.: 1.00

Initial Base: 0 55 0 0 260 70 25 591 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj.: 1.00

PHF Adj.: 1.00

PHF Volume: 0 55 0 0 260 70 25 591 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol.: 0

Reduced Vol.: 0 55 0 0 260 70 25 591 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj.: 1.00

MUF Adj.: 1.00

Final Vol.: 0 55 0 0 260 70 25 591 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375

Adj./Lane: 1.00

Adjustment: 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Lanes: 0 1375 0 0 1375 1375 223 5277 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Sat.: 0 1375 0 0 1375 1375 223 5277 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.04 0.00 0.00 0.19 0.05 0.11 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 260 25

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

```

Lower Level 2008 TBIT Peak
-----
Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
World Way, South and Center Way
-----
Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (YR = 4 sec) Average Delay (sec/veh): xxxxxx
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: Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 1 0 0 0 0 0 0 1 1 1 1 0 0 0 0 0 0
Volume Module: 444 842 585 0 0 0 49 821 570 0 0 0
Geom. Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 444 842 585 0 0 0 49 821 570 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 444 842 585 0 0 0 49 821 570 0 0 0
Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00
MIF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 488 842 644 0 0 0 49 821 627 0 0 0
-----
Saturation Flow Module: 1500 1500 1500 1500 1500 1500 1500 1500 1500
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Adj: 1.10 2.60 1.30 0.00 0.00 0.00 0.11 2.59 1.30 0.00 0.00 0.00
Final Sat.: 1652 3899 1949 0 0 0 169 3882 1949 0 0 0
-----
Capacity Analysis Module:
Vol/Sat: 0.30 0.22 0.33 0.00 0.00 0.00 0.29 0.21 0.32 0.00 0.00 0.00
Crit Vol: 495 0
Crit Moves: ****
-----

```

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B-3. Study Area Intersection Capacity Analysis

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Lower Level 2008 Airport Peak
-----
Scenario Report
Scenario: LL 2008 AP Peak
Command: Default Command
Volume: LL 2008 AP
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration
-----

```

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #1 Skyway and World Way N (Lane Geometry changed to reflect phasing)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672

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

Optimal Cycle: 70 Level Of Service: B

Street Name: Skyway World Way North

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 Protected Protected

Rights: Include Include Include Include Include Include

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

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

Volume Module:

Base Vol.: 369 0 203 0 663 0 0 0 0 0 0 0 0 0 3000 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

Initial Base: 369 0 203 0 663 0 0 0 0 0 0 0 0 0 3000 0

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

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

PHF Volume: 369 0 203 0 663 0 0 0 0 0 0 0 0 0 3000 0

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

Reduced Vol.: 369 0 203 0 663 0 0 0 0 0 0 0 0 0 3000 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

MUF Adj.: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 406 0 203 0 663 0 0 0 0 0 0 0 0 0 3000 0

Saturation Flow Module:

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

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

Lanes: 2.00 0.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 6.00

Final Sat.: 2750 0 1375 0 4125 0 0 0 0 0 0 0 0 0 8250 0

Capacity Analysis Module:

Vol/Sat: 0.15 0.00 0.15 0.00 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00

Crit Vol: 203 221 0

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way South and World Way East

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371

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

Optimal Cycle: 36 Level Of Service: A

Street Name: World Way East World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 0 2 0 0 0 0 0 1 3 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol.: 0 0 0 605 0 0 177 2005 0 0 0 0 0 0 0 0 0 0 0 0

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

Initial Base: 0 0 0 605 0 0 177 2005 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00

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

PHF Volume: 0 0 0 605 0 0 177 2005 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol.: 0

Reduced Vol.: 0 0 0 605 0 0 177 2005 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00

MUF Adj.: 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

Final Vol.: 0 0 0 666 0 0 177 2005 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.32 3.68 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 446 5054 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.00 0.40 0.40 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 333 177

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 Center Way and Ramp from Upper Level

Intersection #4 Center way and World Way East

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617

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

Optimal Cycle: 60 Level of Service: B

Street Name: North Bound South Bound East Bound West Bound

Approach: L - T - R L - T - R L - T - R L - T - R

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

Control: Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 337 0 0 0 1990 0 0 0 1990 0 0 0 0

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

Initial Base: 0 0 0 337 0 0 0 1990 0 0 0 1990 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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

PHF Volume: 0 0 0 337 0 0 0 1990 0 0 0 1990 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 337 0 0 0 1990 0 0 0 1990 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MIF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 0 371 0 0 0 1990 0 0 0 1990 0 0 0 0 0

Saturation Flow Module:

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

Adj: 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

Adjustment: 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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 0 4125 0 0 0 4125 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.48 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 185

Crit Moves: 663

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 Center Way and Ramp from Upper Level

Intersection #4 Center way and World Way East

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278

Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 18 Level of Service: A

Street Name: North Bound South Bound East Bound Center Way

Approach: L - T - R L - T - R L - T - R L - T - R

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

Control: Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include

Min. Green: 0 0 2 0 0 0 0 1 0 0 1 3 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 177 0 0 605 0 0 80 1358 0 0 0 0 0 0 0 0 0

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

Initial Base: 0 177 0 0 605 0 0 80 1358 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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

PHF Volume: 0 177 0 0 605 0 0 80 1358 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 177 0 0 605 0 0 80 1358 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MIF Adj: 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

Final Vol.: 0 177 0 0 605 0 0 80 1358 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

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

Adj: 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

Adjustment: 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

Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.22 3.78 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 2750 0 0 2750 0 0 306 5194 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.00 0.00 0.22 0.00 0.00 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0

Crit Moves: 303

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #5 Center Way and World Way West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Street Name: Worldway West Center Way
 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 Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 3 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 67 0 0 549 116 0 953 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 67 0 0 549 116 0 953 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 67 0 0 549 116 0 953 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 67 0 0 549 116 0 953 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 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
 Final Vol.: 0 67 0 0 549 116 0 953 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 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
 Lanes: 0.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 4.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 1375 0 0 1375 1375 0 5500 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.05 0.00 0.00 0.40 0.08 0.00 0.17 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Vol: 0 549 0 0 549 116 0 549 0 0 0 0 0 0 0 0 0 0 0
 Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2008 Airport Peak

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #6 Center Way and World Way West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Worldway West Center Way
 Approach: 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 1 0 0 0 0 0 0 1 1 1 1 0 0 0 0 0 0

Volume Module:
 Base Vol: 671 1157 88 0 0 0 75 1299 953 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 671 1157 88 0 0 0 75 1299 953 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 671 1157 88 0 0 0 75 1299 953 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 671 1157 88 0 0 0 75 1299 953 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 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
 Final Vol.: 738 1157 97 0 0 0 75 1299 1048 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Saturation Flow Module:
 Sat/Lanes: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.17 2.83 1.00 0.00 0.00 0.00 0.11 2.55 1.34 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 1753 4247 1500 0 0 0 164 3827 2010 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.42 0.27 0.06 0.00 0.00 0.00 0.46 0.34 0.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Vol: 632 782 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

 Scenario Report
 LL 2013 WP
 Command: Default Command
 Volume: LL 2008 WP
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

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

 Intersection #1 Skyway and World Way N [lane geometry changed to reflect phasing
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: B
 Street Name: Skyway World Way North
 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 Protected Protected
 Signal: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include
 Min Green: 2 0 0 0 1 0 0 0 3 0
 Lanes: 2 0 0 0 1 0 0 0 3 0

 Volume Module:
 Base Vol: 372 0 214 0 696 0
 Growth Adj: 1.00
 Initial Bse: 372 0 214 0 696 0
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 372 0 214 0 696 0
 Reduct Vol: 0
 Reduced Vol: 372 0 214 0 696 0
 PCE Adj: 1.00
 Final Vol: 409 0 214 0 696 0

 Saturation Flow Module:
 Sat/Lane: 1375
 Adjustment: 1.00
 Lanes: 2.00 0.00 1.00 0.00 3.00 0.00
 Final Sat.: 2750 0 1375 0 4125 0

 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.16 0.00 0.17 0.00
 Crit Vol: 205 232 509
 Crit Moves: *****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way South and World Way East

Intersection #3 Center Way and Ramp from Upper Level

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320

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

Optimal Cycle: 34 Level Of Service: A

Street Name: World Way East World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

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

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

Volume Module:

Base Vol: 0 0 0 266 0 0 294 2428 0 0 0 0

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

Initial Base: 0 0 0 266 0 0 294 2428 0 0 0 0

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

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

PHF Volume: 0 0 0 266 0 0 294 2428 0 0 0 0

Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 293 0 0 294 2428 0 0 0 0

Saturation Flow Module:

Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.43 3.57 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 594 4906 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.49 0.49 0.00 0.00 0.00 0.00

Crit Vol: 0 0 0 146 294

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 Center Way and Ramp from Upper Level

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645

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

Optimal Cycle: 64 Level Of Service: B

Street Name: North Bound South Bound East Bound West Bound

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 0 0 378 0 0 0 2037 0 0 0 0

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

Initial Base: 0 0 0 378 0 0 0 2037 0 0 0 0

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

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

PHF Volume: 0 0 0 378 0 0 0 2037 0 0 0 0

Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 416 0 0 0 2037 0 0 0 0

Saturation Flow Module:

Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 0 4125 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.00 0.00 0.49 0.00 0.00 0.00 0.00

Crit Vol: 0 208 679

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #4 Center Way and World Way East

Intersection #5 Center Way and World Way West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.173

Loss Time (sec): 15 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 16 Level Of Service: A

Street Name: World Way East Center Way

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 Protected Protected

Rights: Include Include Include Include Include Include

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

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

Volume Module:

Base Vol: 0 294 0 0 266 0 91 1635 0 0 0 0 0 0 0 0 0 0 0 0

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

Initial Base: 0 294 0 0 266 0 91 1635 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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 1.00

PHF Volume: 0 294 0 0 266 0 91 1635 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0

Reduced Vol: 0 294 0 0 266 0 91 1635 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 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 1.00

Final Vol.: 0 294 0 0 266 0 91 1635 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

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

Adj: 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 1.00

Adjustment: 0.00 2.00 0.00 0.00 2.00 0.00 0.21 3.79 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Lanes: 0 2750 0 0 2750 0 290 5210 0 0 0 0 0 0 0 0 0 0 0 0

Final Sat.: 0 2750 0 0 2750 0 290 5210 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.11 0.00 0.00 0.10 0.00 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 147 0 0 0 0 0 91 91 0 0 0 0 0 0 0 0 0 0 0 0

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #4 Center Way and World Way East

Intersection #5 Center Way and World Way West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510

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

Optimal Cycle: 47 Level Of Service: A

Street Name: World Way West Center Way

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 1 0 0 0 0 1 0 1 0 1 3 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 92 0 0 404 112 0 1191 0 0 0 0 0 0 0 0 0 0 0 0

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

Initial Base: 0 92 0 0 404 112 0 1191 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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 1.00

PHF Volume: 0 92 0 0 404 112 0 1191 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0

Reduced Vol: 0 92 0 0 404 112 0 1191 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 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 1.00

Final Vol.: 0 92 0 0 404 112 0 1191 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

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

Adj: 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 1.00

Adjustment: 0.00 1.00 0.00 0.00 1.00 1.00 0.00 4.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Lanes: 0 1375 0 0 1375 1375 0 5500 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Sat.: 0 1375 0 0 1375 1375 0 5500 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.00 0.00 0.29 0.08 0.00 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 298 0 404 404 0 298 0 298 0 0 0 0 0 0 0 0 0 0 0 0

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Scenario: LL 2013 WOP Scenario Report

Command: Default Command
 Volume: LL 2013 WOP
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Paths: Default Trip Distribution
 Routes: Default Paths
 Configuration: Default Routes
 Configuration: Default Configuration

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

World Way South and Gaster Way

Cycle (sec): 100 Critical Vol./Cap. (X): 1.058
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 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 0 0 0 0
 Lanes: 1 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 0

Volumes Module:

Base Vol:	589 1270 927	0	0	0	65 1370 1000	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Base:	589 1270 927	0	0	0	65 1370 1000	0	0	0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	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	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	589 1270 927	0	0	0	65 1370 1000	0	0	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	589 1270 927	0	0	0	65 1370 1000	0	0	0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
M/F Adj:	1.10 1.00 1.10	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10	1.00 1.00 1.00	1.10 1.00 1.10	1.00 1.00 1.00	1.10 1.00 1.10
Final Vol.:	648 1270 1020	0	0	0	65 1370 1100	0	0	0

Saturation Flow Module:

Base Sat:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
Adj Sat:	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	1.00 1.00 1.00	1.00 1.00 1.00
Adj Sat:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
Lanes:	1.01 2.65 1.34	0.00 0.00 0.00	0.09 2.57 1.34	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
Final Sat.:	1520 3976 2004	0	0	0	136 3860 2004	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.43 0.32 0.51	0.00 0.00 0.00	0.48 0.35 0.55	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
Crit Vol:	763	0	823	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #1 Skyway and World Way N (Lane Geometry changed to reflect phasing)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643

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

Optimal Cycle: 64 Level Of Service: B

Street Name: Skyway World Way North

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 Protected Protected

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Min. Green: 0

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

Volume Module:

Base Vol.: 366 0 211 0 649 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj.: 1.00

Initial Base: 366 0 211 0 649 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj.: 1.00

PHF Adj.: 1.00

PHF Volume: 366 0 211 0 649 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol.: 0

Reduced Vol.: 366 0 211 0 649 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj.: 1.00

MUF Adj.: 1.10 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 1.00

Final Vol.: 403 0 211 0 649 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375

Adjustment: 1.00

Lanes: 2.00 0.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 2750 0 1375 0 4125 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.15 0.00 0.15 0.00 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 201 216 467

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way South and World Way East

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

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

Optimal Cycle: 32 Level Of Service: A

Street Name: World Way East World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol.: 0 0 249 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj.: 1.00

Initial Base: 0 0 249 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj.: 1.00

PHF Adj.: 1.00

PHF Volume: 0 0 0 0 249 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol.: 0 0 0 0 0 0 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol.: 0 0 0 0 249 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj.: 1.00

MUF Adj.: 1.00

Final Vol.: 0 0 0 0 274 0 0 267 2201 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375

Adjustment: 1.00

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 0.43 3.57 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 0 595 4905 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.00 0.45 0.45 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Vol: 0 137 267

Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #3 Center Way and Ramp from Upper Level
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 15 Level Of Service: B

Street Name: North Bound South Bound East Bound West Bound
 Approach: L - T - R L - T - R L - T - R L - T - R
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0

Volume Module:
 Base Vol: 0 0 0 380 0 0 0 1872 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 0 0 380 0 0 0 1872 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 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 380 0 0 0 1872 0 0 0 0 0 0
 Reduced Vol: 0 0 0 380 0 0 0 1872 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 1.00 1.00 1.00 1.00
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 418 0 0 0 1872 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 0 4125 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.00 0.00 0.45 0.00 0.00 0.00 0.00
 Crit Vol: 209
 Crit Moves: 624

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #4 Center Way and World Way East
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.152
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 15 Level Of Service: A

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

Volume Module:
 Base Vol: 0 267 0 0 249 0 0 75 1473 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 267 0 0 249 0 0 75 1473 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 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 267 0 0 249 0 0 75 1473 0 0 0 0 0 0
 Reduced Vol: 0 267 0 0 249 0 0 75 1473 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 1.00 1.00 1.00 1.00
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 267 0 0 249 0 0 75 1473 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 0.00 2.00 0.00 0.19 3.81 0.00 0.00 0.00 0.00
 Final Sat.: 0 2750 0 0 2750 0 0 266 5234 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.10 0.00 0.00 0.09 0.00 0.28 0.28 0.00 0.00 0.00 0.00
 Crit Vol: 134
 Crit Moves: 0

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 With Out Project

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #5 Center Way and Merid Way West
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
 Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Worldway West Center Way
 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 Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 3 0 0 0 0 0 0 0

Volume Module:
 Base Vol.: 0 81 0 0 404 95 0 1049 0 0 0 0 0
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 81 0 0 404 95 0 1049 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 1.00 1.00 1.00
 PHF Adj.: 1.00 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 81 0 0 404 95 0 1049 0 0 0 0 0
 Reduct Vol.: 0 0 0 0 0 0 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 1.00 1.00 1.00
 MUF Adj.: 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 81 0 0 404 95 0 1049 0 0 0 0 0

Saturation Flow Module:
 Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 0.00 0.00 1.00 1.00 0.00 4.00 0.00 0.00 0.00
 Final Sat.: 0 1375 0 0 1375 1375 0 5500 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.06 0.00 0.00 0.29 0.07 0.00 0.19 0.00 0.00 0.00 0.00
 Crit Vol: 0 404 0 0 262 0
 Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Lower Level 2013 Without Project

Level of Service Computation Report
 Circular: 212 Planning Method (Base Volume Alternative)
 Intersection #5 Center Way and Merid Way West
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Worldway West Center Way
 Approach: 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 1 1 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0
 Lanes: 1 1 1 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0

Volume Module:
 Base Vol.: 559 1186 851 0 0 0 62 1274 915 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 Base: 559 1186 851 0 0 0 62 1274 915 0 0 0
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 559 1186 851 0 0 0 62 1274 915 0 0 0
 Reduct Vol.: 0 0 0 0 0 0 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 1.00 1.00 1.00
 MUF Adj.: 1.10 1.10 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 615 1186 936 0 0 0 62 1274 1009 0 0 0

Saturation Flow Module:
 Sat/Lanes: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.02 2.66 1.32 0.00 0.00 0.00 0.09 2.59 1.32 0.00 0.00
 Final Sat.: 1536 3978 1985 0 0 0 139 3875 1986 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.40 0.30 0.47 0.00 0.00 0.00 0.45 0.33 0.51 0.00 0.00 0.00
 Crit Vol: 707 0 760 0
 Crit Moves: ****

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B-3. Study Area Intersection Capacity Analysis

Upper Level 2008 Existing

Scenario Report

Scenario: UL 2008 Existing

Command: UL 2008 Existing

Volume: UL 2008 Existing

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Default Configuration

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B-3. Study Area Intersection Capacity Analysis

Upper Level 2008 Existing

Level Of Services Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Skyway And World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518

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

Optimal Cycle: 47 Level Of Service: A

Street Name: Skyway World Way North

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 Protected Protected

Signals: 0

Include: 0

Exclude: 0 0 0 0 0 0 3 0

Lanes: 0

Volume Module:

Base Vol: 0 0 0 0 755 0

Growth Adj: 1.00

Initial Base: 0 0 0 0 755 0

User Adj: 1.00

PHF Adj: 1.00

PHF Volume: 0 0 0 0 755 0

Reduced Vol: 0

Adjusted Vol: 0 0 0 0 755 0

PCF Adj: 1.00

Final Vol: 1.00 1.00 1.00 1.00 755 0

Saturation Flow Module:

Sat/Lane: 1375

Adjustment: 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 0 4125 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.00 0.00

Crit Vol: 0 0 0 0 252 0

Crit Moves: 0

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B-3. Study Area Intersection Capacity Analysis

Upper Level 2008 Existing

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way East and World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.203

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

Optimal Cycle: 29 Level Of Service: A

Street Name: World Way East World Way South World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0

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

Volume Module:

Base Vol: 0 0 0 264 0 0 134 1901 0 0 0 0

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

Initial Bse: 0 0 0 264 0 0 134 1901 0 0 0 0

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

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

PHF Volume: 0 0 0 264 0 0 134 1901 0 0 0 0

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

Reduced Vol: 0 0 0 264 0 0 134 1901 0 0 0 0

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

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 290 0 0 134 1901 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.20 2.80 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 272 3853 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.49 0.49 0.00 0.00 0.00 0.00

Crit Vol: 0 0 0 145 0 0 134 134 0 0 0 0

Crit Moves: *****

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B-3. Study Area Intersection Capacity Analysis

Upper Level 2008 Existing

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 World Way West and World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555

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

Optimal Cycle: 51 Level Of Service: A

Street Name: World Way West World Way South World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 0 2 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 0 0 389 0 0 1646 0 0 0 0

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

Initial Bse: 0 0 0 389 0 0 1646 0 0 0 0

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

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

PHF Volume: 0 0 0 389 0 0 1646 0 0 0 0

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

Reduced Vol: 0 0 0 389 0 0 1646 0 0 0 0

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

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 428 0 0 1646 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 0 4125 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.00 0.40 0.40 0.00 0.00 0.00 0.00

Crit Vol: 0 0 0 214 0 0 549 0

Crit Moves: *****

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B-3. Study Area Intersection Capacity Analysis

Upper Level 2013 With Project

 Scenario:
 Command: Default Command
 Volume: UL 2013 WP
 Geometry: Default Geometry
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Scenario Report

UL 2013 WP

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

 Intersection #1 Skyway And World Way North

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

 Street Name: Skyway World Way North
 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 Protected Protected
 Signals: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include
 Min Green: 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 0 780
 Growth Adj: 1.00
 Initial Bse: 0 0 0 0 780
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 0 0 0 0 780
 Reduct Vol: 0 0 0 0 780
 Reduced Vol: 0 0 0 0 780
 PCE Adj: 1.00
 Final Vol: 1.00
 Final Vol: 0 0 0 0 780 0

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

B-3. Study Area Intersection Capacity Analysis

Upper Level 2013 With Project

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

 Intersection #1 Skyway And World Way North

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

 Street Name: Skyway World Way North
 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 Protected Protected
 Signals: 0 Include 0 Include 0 Include 0 Include 0 Include 0 Include
 Min Green: 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 0 780
 Growth Adj: 1.00
 Initial Bse: 0 0 0 0 780
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 0 0 0 0 780
 Reduct Vol: 0 0 0 0 780
 Reduced Vol: 0 0 0 0 780
 PCE Adj: 1.00
 Final Vol: 1.00
 Final Vol: 0 0 0 0 780 0

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

B-3. Study Area Intersection Capacity Analysis

Upper Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #2 World Way East and World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.149

Loss Time (sec): 27 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 27 Level Of Service: A

Street Name: World Way East World Way South World Way East World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 1 2 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 0 130 0 0 133 2102 0 0 0 0 0

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

Initial Bse: 0 0 130 0 0 133 2102 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 1.00 1.00 1.00

PHF Adj: 1.00 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 0 130 0 0 133 2102 0 0 0 0 0

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

Reduced Vol: 0 0 130 0 0 133 2102 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 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 143 0 0 133 2102 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.18 2.82 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 245 3880 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.54 0.54 0.00 0.00 0.00 0.00

Crit Vol: 0 72 133

Crit Moves: *****

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

B-3. Study Area Intersection Capacity Analysis

Upper Level 2013 With Project

Level of Service Computation Report

Circular: 212 Planning Method (Base Volume Alternative)

Intersection #3 World Way West and World Way South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596

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

Optimal Cycle: 56 Level Of Service: A

Street Name: World Way West World Way South World Way East World Way South

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 Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 0 0 0 3 0 0 0 0 0 0

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

Volume Module:

Base Vol: 0 0 0 325 0 0 0 1923 0 0 0 0 0

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

Initial Bse: 0 0 0 325 0 0 0 1923 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 1.00 1.00 1.00

PHF Adj: 1.00 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 0 325 0 0 0 1923 0 0 0 0 0

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

Reduced Vol: 0 0 0 325 0 0 0 1923 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 1.00 1.00 1.00

MUF Adj: 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 0 0 325 0 0 0 1923 0 0 0 0 0

Saturation Flow Module:

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

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

Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2750 0 0 0 4125 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.47 0.00 0.00 0.00 0.00

Crit Vol: 0 179 641

Crit Moves: *****

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B-3. Study Area Intersection Capacity Analysis

```

Upper Level 2013 With Out Project
-----
Scenario:
  UL 2013 WOP
Command:
  Default Command
Volume:
  UL 2013 WOP
Geometry:
  Default Geometry
Impact Fee:
  Default Impact Fee
Trip Generation:
  Default Trip Generation
Trip Distribution:
  Default Trip Distribution
Paths:
  Default Paths
Routes:
  Default Routes
Configuration:
  Default Configuration

```

Scenario Report

```

UL 2013 WOP
-----
Default Command
UL 2013 WOP
Default Geometry
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Paths
Default Routes
Default Configuration

```

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B-3. Study Area Intersection Capacity Analysis

```

Upper Level 2013 With Out Project
-----
Level Of Services Computation Report
-----
Circular 212 Planning Method (Base Volume Alternative)
-----
Intersection #1 Skyway And World Way North
-----
Cycle (sec):      100      Critical Vol./Cap. (X):      0.530
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    49           Level Of Service:      A
-----
Street Name:      Skyway      World Way North
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
Signals:          0 Include   0 Include   0 Include   0 Include
Misc Green:       0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----
Volume Module:
-----
Base Vol:         0 0 0 0 0 773 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base:    0 0 0 0 0 773 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 0 0 773 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 0 773 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol:       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 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol:       0 0 0 0 0 773 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----
Saturation Flow Module:
Sat/Lane:        1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:      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 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 4.00 0.00 0.00 0.00
Final Sat.:      0 0 0 0 0 0 4125 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 5500 0
-----
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.00 0.00 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.34 0.00
Crit Vol:        0 258
Crit Moves:      0
-----

```

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B-3. Study Area Intersection Capacity Analysis

```

Upper Level 2013 With Out Project
-----
Level of Service Computation Report
Circular: 212 Planning Method (Base Volume Alternative)
Intersection #2 World Way East and World Way South
-----
Cycle (sec): 100 (Y+R = 4 sec) Average Delay (sec/veh): 0.148
Loss Time (sec): 27 Critical Vol./Cap. (X): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Street Name: World Way East World Way South
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 Protected Protected
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 2 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 130 0 0 130 2081 0 0 132 2081 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 0 0 130 0 0 132 2081 0 0 132 2081 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 0 0 0 130 0 0 132 2081 0 0 132 2081 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MUF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 143 0 0 132 2081 0 0 132 2081 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.18 2.82 0.00 0.18 2.82 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2750 0 0 2750 0 0 246 3879 0 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.54 0.54 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 0 72 132
Crit Moves:
-----

```

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B-3. Study Area Intersection Capacity Analysis

```

Upper Level 2013 With Out Project
-----
Level of Service Computation Report
Circular: 212 Planning Method (Base Volume Alternative)
Intersection #3 World Way West and World Way South
-----
Cycle (sec): 100 (Y+R = 4 sec) Average Delay (sec/veh): 0.591
Loss Time (sec): 56 Critical Vol./Cap. (X): xxxxxx
Optimal Cycle: 56 Level Of Service: A
Street Name: World Way West World Way South
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 Protected Protected
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 325 0 0 325 0 0 1900 0 0 1900 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 0 0 325 0 0 325 0 0 1900 0 0 1900 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 0 0 0 325 0 0 325 0 0 1900 0 0 1900 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MUF Adj: 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
Final Vol.: 0 0 0 338 0 0 338 0 0 1900 0 0 1900 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lanes: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2750 0 0 2750 0 0 4125 0 0 4125 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.00 0.46 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Vol: 0 179 633
Crit Moves:
-----

```

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B-3. Study Area Intersection Capacity Analysis

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Appendix C
LAX Bradley West Project Draft EIR

Off-Airport Surface Transportation Data

May 2009

Prepared for:

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

Appendix C Off-Airport Surface Transportation Data

- Appendix C-1 Model Link Static Validation Results
- Appendix C-2 Model Link Dynamic Validation Results
- Appendix C-3 Intersection Lane Configurations
- Appendix C-4 Traffic Count Data Sheets
- Appendix C-5 Level of Service Worksheets
- Appendix C-6 CMP Freeway Analysis
- Appendix C-7 Estimated Airport-Related Vehicle Trip Generation for Off-Airport Intersection Analysis
- Appendix C-8 HCM Intersection and Freeway Analysis
- Appendix C-9 Mitigation Timing

C. Off-Airport Surface Transportation Data

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Appendix C-1
LAX Bradley West Project Draft EIR

Model Link Static Validation Results

May 2009

Prepared for:

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

Prepared by:

Fehr & Peers Transportation Consultants
201 Santa Monica Boulevard, Suite 500
Santa Monica, CA 90401

Existing Model Static Validation Results (Summary)

TBIT Model Static Validation Results				
Validation Statistic	Threshold	AM Peak Hour	MD Peak Hour	PM Peak Hour
Model/Count Ratio	Within 10%	0.97	0.96	0.96
Percent Of Links Within Caltrans Maximum Deviation	> 75%	79%	82%	79%
Percent Of Screenlines Within Caltrans Maximum Deviation	> 75%	100%	100%	94%
Percent Root Mean Square Error	< 40%	33%	32%	33%
Correlation Coefficient	> 0.88	0.93	0.94	0.92

Existing Model Static Validation Results (AM Peak Hour)

TBIT Model Static Validation Results: AM Peak Hour Directional Traffic Volumes

Location	Jurisdiction	Leg	AM Peak Hour							
			Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
Admiralty Way (N/S) and Bali Way (E/W)	LA County	NBA	904	792	0.88	0.12	0.38	YES	-112	12,544
		NBD	1,018	404	0.40	0.60	0.36	NO	-614	376,996
		SBA	1,184	758	0.64	0.36	0.34	NO	-426	181,476
		SBD	1,107	1,049	0.95	0.05	0.36	YES	-58	3,364
		EBA								
		EBD								
		WBA	319	340	1.07	0.07	0.58	YES	21	441
		WBD	275	298	1.08	0.08	0.58	YES	23	529
Admiralty Way (N/S) and Fiji Way (E/W)	LA County	NBA								
		NBD								
		SBA	693	410	0.59	0.41	0.44	YES	-283	80,089
		SBD	538	723	1.34	0.34	0.48	YES	185	34,225
		EBA								
		EBD								
		WBA	606	886	1.46	0.46	0.48	YES	280	78,400
		WBD	695	410	0.59	0.41	0.44	YES	-285	81,225
Admiralty Way (N/S) and Mindanao Way (E/W)	LA County	NBA	513	723	1.41	0.41	0.48	YES	210	44,100
		NBD	724	410	0.57	0.43	0.44	YES	-314	98,596
		SBA	934	404	0.43	0.57	0.38	NO	-530	280,900
		SBD	831	792	0.95	0.05	0.41	YES	-39	1,521
		EBA								
		EBD								
		WBA	571	525	0.92	0.08	0.48	YES	-46	2,116
		WBD	444	379	0.85	0.15	0.52	YES	-65	4,225
Admiralty Way (E/W) and Palawan Way (N/S)	LA County	NBA								
		NBD								
		SBA								
		SBD								
		EBA	1,046	282	0.27	0.73	0.36	NO	-764	583,696
		EBD	866	617	0.71	0.29	0.41	YES	-249	62,001
		WBA	899	1,049	1.17	0.17	0.38	YES	150	22,500
		WBD	1,141	758	0.66	0.34	0.34	YES	-383	146,689
Admiralty Way (E/W) and Via Marina (N/S)	LA County	NBA	1,110	332	0.30	0.70	0.36	NO	-778	605,284
		NBD	462	849	1.84	0.84	0.52	NO	387	149,769
		SBA	482	630	1.31	0.31	0.52	YES	148	21,904
		SBD	991	451	0.46	0.54	0.38	NO	-540	291,600
		EBA								
		EBD								
		WBA	857	617	0.72	0.28	0.41	YES	-240	57,600
		WBD	996	282	0.28	0.72	0.38	NO	-714	509,796
Airport Bl and Arbor Vitae St / Westchester Pky	LA	NBA	839	1,171	1.40	0.40	0.41	YES	332	110,224
		NBD	1,033	829	0.80	0.20	0.36	YES	-204	41,616
		SBA	929	824	0.89	0.11	0.38	YES	-105	11,025
		SBD	779	1,108	1.42	0.42	0.41	NO	329	108,241
		EBA	430	269	0.63	0.37	0.52	YES	-161	25,921
		EBD	745	584	0.78	0.22	0.44	YES	-161	25,921
		WBA	844	672	0.80	0.20	0.41	YES	-172	29,584
		WBD	485	415	0.86	0.14	0.52	YES	-70	4,900
Airport Blvd and Century Blvd	LA	NBA								
		NBD								
		SBA	580	622	1.07	0.07	0.48	YES	42	1,764
		SBD	906	1,235	1.36	0.36	0.38	YES	329	108,241
		EBA	1,386	1,499	1.08	0.08	0.31	YES	113	12,769
		EBD	2,126	843	0.40	0.60	0.27	NO	-1,283	1,646,089
		WBA	2,355	1,073	0.46	0.54	0.27	NO	-1,282	1,643,524
		WBD	1,267	1,146	0.90	0.10	0.33	YES	-121	14,641

#	Location	Jurisdiction	Leg	AM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	NBA	777	903	1.16	0.16	0.41	YES	126	15,876	
			NBD	735	672	0.91	0.09	0.44	YES	-63	3,969	
			SBA									
			SBD	295	335	1.14	0.14	0.58	YES	40	1,600	
			EBA	552	444	0.80	0.20	0.48	YES	-108	11,664	
			EBD	671	829	1.24	0.24	0.44	YES	158	24,964	
			WBA	1,241	1,268	1.02	0.02	0.34	YES	27	729	
			WBD	1,080	995	0.92	0.08	0.36	YES	-85	7,225	
	Airport Blvd and Manchester Ave	LA	NBA	727	1,088	1.50	0.50	0.44	NO	361	130,321	
			NBD	868	774	0.89	0.11	0.41	YES	-94	8,836	
			SBA	781	682	0.87	0.13	0.41	YES	-99	9,801	
			SBD	761	880	1.16	0.16	0.41	YES	119	14,161	
			EBA	679	700	1.03	0.03	0.44	YES	21	441	
			EBD	1,288	1,185	0.92	0.08	0.33	YES	-103	10,609	
			WBA	1,471	949	0.65	0.35	0.31	NO	-522	272,484	
			WBD	741	616	0.83	0.17	0.44	YES	-125	15,625	
	Arbor Vitae St and Aviation Blvd	Inglewood / LA	NBA	838	1,153	1.38	0.38	0.41	YES	315	99,225	
			NBD	651	478	0.73	0.27	0.44	YES	-173	29,929	
			SBA	612	668	1.09	0.09	0.48	YES	56	3,136	
			SBD	649	837	1.29	0.29	0.44	YES	188	35,344	
			EBA	454	428	0.94	0.06	0.52	YES	-26	676	
			EBD	920	1,105	1.20	0.20	0.38	YES	185	34,225	
			WBA	708	508	0.72	0.28	0.44	YES	-200	40,000	
			WBD	392	337	0.86	0.14	0.52	YES	-55	3,025	
	Arbor Vitae St and Inglewood Ave	Inglewood	NBA	425	403	0.95	0.05	0.52	YES	-22	484	
			NBD	306	195	0.64	0.36	0.58	YES	-111	12,321	
			SBA									
			SBD									
			EBA	426	336	0.79	0.21	0.52	YES	-90	8,100	
			EBD	694	555	0.80	0.20	0.44	YES	-139	19,321	
			WBA	528	497	0.94	0.06	0.48	YES	-31	961	
			WBD	375	262	0.70	0.30	0.52	YES	-113	12,769	
	Arbor Vitae St and La Brea Ave	Inglewood	NBA	906	978	1.08	0.08	0.38	YES	72	5,184	
			NBD	647	791	1.22	0.22	0.44	YES	144	20,736	
			SBA	550	709	1.29	0.29	0.48	YES	159	25,281	
			SBD	809	1,353	1.67	0.67	0.41	NO	544	295,936	
			EBA	383	415	1.08	0.08	0.52	YES	32	1,024	
			EBD	541	470	0.87	0.13	0.48	YES	-71	5,041	
			WBA	425	610	1.44	0.44	0.52	YES	185	34,225	
			WBD	267	151	0.57	0.43	0.58	YES	-116	13,456	
	Arbor Vitae St and La Cienega Blvd	Inglewood / LA	NBA	906	1,067	1.18	0.18	0.38	YES	161	25,921	
			NBD	568	467	0.82	0.18	0.48	YES	-101	10,201	
			SBA	420	532	1.27	0.27	0.52	YES	112	12,544	
			SBD	793	1,115	1.41	0.41	0.41	YES	322	103,684	
			EBA	366	376	1.03	0.03	0.58	YES	10	100	
			EBD	923	520	0.56	0.44	0.38	NO	-403	162,409	
			WBA	896	558	0.62	0.38	0.38	YES	-338	114,244	
			WBD	304	430	1.41	0.41	0.58	YES	126	15,876	
	Aviation Blvd and Century Blvd	LA	NBA	1,329	1,012	0.76	0.24	0.33	YES	-317	100,489	
			NBD	717	1,029	1.44	0.44	0.44	YES	312	97,344	
			SBA	599	565	0.94	0.06	0.48	YES	-34	1,156	
			SBD	816	1,127	1.38	0.38	0.41	YES	311	96,721	
			EBA	1,296	1,413	1.09	0.09	0.33	YES	117	13,689	
			EBD	2,570	1,692	0.66	0.34	0.26	NO	-878	770,884	
			WBA	1,935	1,443	0.75	0.25	0.28	YES	-492	242,064	
			WBD	1,056	586	0.55	0.45	0.36	NO	-470	220,900	

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	1,318	938	0.71	0.29	0.33	YES	-380	144,400
			NBD	764	616	0.81	0.19	0.41	YES	-148	21,904
			SBA	737	728	0.99	0.01	0.44	YES	-9	81
			SBD	1,161	1,184	1.02	0.02	0.34	YES	23	529
			EBA	567	397	0.70	0.30	0.48	YES	-170	28,900
			EBD	2,117	1,878	0.89	0.11	0.28	YES	-239	57,121
			WBA	1,985	2,170	1.09	0.09	0.28	YES	185	34,225
			WBD	565	547	0.97	0.03	0.48	YES	-18	324
	Aviation Blvd and Imperial Highway	LA	NBA	994	944	0.95	0.05	0.38	YES	-50	2,500
			NBD	678	545	0.80	0.20	0.44	YES	-133	17,689
			SBA	657	988	1.50	0.50	0.44	NO	331	109,561
			SBD	1,475	1,085	0.74	0.26	0.31	YES	-390	152,100
			EBA	478	461	0.96	0.04	0.52	YES	-17	289
			EBD	1,406	1,057	0.75	0.25	0.31	YES	-349	121,801
			WBA	2,013	1,389	0.69	0.31	0.28	NO	-624	389,376
			WBD	583	1,093	1.87	0.87	0.48	NO	510	260,100
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBA	620	860	1.39	0.39	0.48	YES	240	57,600
			NBD	590	803	1.36	0.36	0.48	YES	213	45,369
			SBA	710	896	1.26	0.26	0.44	YES	186	34,596
			SBD	373	674	1.81	0.81	0.58	NO	301	90,601
			EBA	792	948	1.20	0.20	0.41	YES	156	24,336
			EBD	1,540	1,452	0.94	0.06	0.30	YES	-88	7,744
			WBA	1,025	621	0.61	0.39	0.36	NO	-404	163,216
			WBD	644	430	0.67	0.33	0.44	YES	-214	45,796
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawtho	NBA	2,068	1,911	0.92	0.08	0.28	YES	-157	24,649
			NBD	1,146	1,473	1.29	0.29	0.34	YES	327	106,929
			SBA	730	649	0.89	0.11	0.44	YES	-81	6,561
			SBD	1,688	1,179	0.70	0.30	0.29	NO	-509	259,081
			EBA	782	967	1.24	0.24	0.41	YES	185	34,225
			EBD	2,290	1,590	0.69	0.31	0.27	NO	-700	490,000
			WBA	2,765	2,290	0.83	0.17	0.25	YES	-475	225,625
			WBD	1,221	1,568	1.28	0.28	0.34	YES	347	120,409
	Aviation Blvd and 111th St	LA	NBA	1,380	1,089	0.79	0.21	0.31	YES	-291	84,681
			NBD	827	982	1.19	0.19	0.41	YES	155	24,025
			SBA	908	986	1.09	0.09	0.38	YES	78	6,084
			SBD	1,412	1,067	0.76	0.24	0.31	YES	-345	119,025
			EBA								
			EBD								
			WBA								
			WBD								
	Aviation Blvd and 120th St	El Segundo / LA County	NBA	916	907	0.99	0.01	0.38	YES	-9	81
			NBD	776	898	1.16	0.16	0.41	YES	122	14,884
			SBA	556	523	0.94	0.06	0.48	YES	-33	1,089
			SBD	1,005	934	0.93	0.07	0.36	YES	-71	5,041
			EBA								
			EBD								
			WBA	502	407	0.81	0.19	0.48	YES	-95	9,025
			WBD								
	Bali Way and Lincoln Blvd	Caltrans / LA / LA County	NBA	1,599	1,326	0.83	0.17	0.30	YES	-273	74,529
			NBD	1,022	880	0.86	0.14	0.36	YES	-142	20,164
			SBA	1,211	1,246	1.03	0.03	0.34	YES	35	1,225
			SBD	1,699	1,634	0.96	0.04	0.29	YES	-65	4,225
			EBA								
			EBD	279	340	1.22	0.22	0.58	YES	61	3,721
			WBA								
			WBD								

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Bluff Creek Dr and Lincoln Blvd	Caltrans / LA	NBA								
			NBD								
			SBA								
			SBD								
			EBA								
			EBD								
			WBA								
	Campus Center Dr / Centinela Ave & Jefferson Bl	LA	NBA								
			NBD								
			SBA	980	579	0.59	0.41	0.38	NO	-401	160,801
			SBD	1,002	701	0.70	0.30	0.36	YES	-301	90,601
			EBA	1,204	1,166	0.97	0.03	0.34	YES	-38	1,444
			EBD	1,739	1,441	0.83	0.17	0.29	YES	-298	88,804
			WBA	1,721	1,503	0.87	0.13	0.29	YES	-218	47,524
	Centinela Ave and Culver Blvd	LA	NBD								
			SBA	1,119	1,105	0.99	0.01	0.36	YES	-14	196
			NBA	1,224	1,236	1.01	0.01	0.34	YES	12	144
			NBD	955	1,196	1.25	0.25	0.38	YES	241	58,081
			SBA	970	1,067	1.10	0.10	0.38	YES	97	9,409
			SBD	1,524	1,341	0.88	0.12	0.30	YES	-183	33,489
			EBA	1,006	983	0.98	0.02	0.36	YES	-23	529
	Centinela Ave and La Brea Ave	Inglewood	EBD	342	515	1.51	0.51	0.58	YES	173	29,929
			WBA	465	681	1.46	0.46	0.52	YES	216	46,656
			WBD	844	897	1.06	0.06	0.41	YES	53	2,809
			NBA	999	1,031	1.03	0.03	0.38	YES	32	1,024
			NBD	802	710	0.89	0.11	0.41	YES	-92	8,464
			SBA	893	1,080	1.21	0.21	0.38	YES	187	34,969
			SBD	1,286	1,198	0.93	0.07	0.33	YES	-88	7,744
	Centinela Ave and La Cienega Blvd	Inglewood / LA	EBA	572	582	1.02	0.02	0.48	YES	10	100
			EBD	1,572	1,258	0.80	0.20	0.30	YES	-314	98,596
			WBA	1,732	1,256	0.73	0.27	0.29	YES	-476	226,576
			WBD	536	784	1.46	0.46	0.48	YES	248	61,504
			NBA	2,701	2,082	0.77	0.23	0.25	YES	-619	383,161
			NBD	2,482	1,911	0.77	0.23	0.26	YES	-571	326,041
			SBA	2,268	2,123	0.94	0.06	0.27	YES	-145	21,025
	Centinela Ave (E/W) and La Tijera Blvd (N/S)	LA	SBD	2,641	2,048	0.78	0.22	0.25	YES	-593	351,649
			EBA	542	669	1.23	0.23	0.48	YES	127	16,129
			EBD	1,421	1,521	1.07	0.07	0.31	YES	100	10,000
			WBA	1,585	1,313	0.83	0.17	0.30	YES	-272	73,984
			WBD	552	700	1.27	0.27	0.48	YES	148	21,904
			NBA	1,212	1,296	1.07	0.07	0.34	YES	84	7,056
			NBD	1,196	1,583	1.32	0.32	0.34	YES	387	149,769
	Centinela Ave and Sepulveda Blvd	Culver City	SBA	1,154	1,490	1.29	0.29	0.34	YES	336	112,896
			SBD	919	1,295	1.41	0.41	0.38	NO	376	141,376
			EBA	562	630	1.12	0.12	0.48	YES	68	4,624
			EBD	1,638	1,458	0.89	0.11	0.29	YES	-180	32,400
			WBA	1,369	1,552	1.13	0.13	0.33	YES	183	33,489
			WBD	544	634	1.17	0.17	0.48	YES	90	8,100
			NBA	2,268	2,451	1.08	0.08	0.27	YES	183	33,489
			NBD	1,264	1,102	0.87	0.13	0.33	YES	-162	26,244
			SBA	713	1,005	1.41	0.41	0.44	YES	292	85,264
			SBD	1,607	2,050	1.28	0.28	0.30	YES	443	196,249
			EBA	696	755	1.08	0.08	0.44	YES	59	3,481
			EBD	1,477	1,489	1.01	0.01	0.31	YES	12	144
			WBA	1,141	1,012	0.89	0.11	0.34	YES	-129	16,641
			WBD	470	588	1.25	0.25	0.52	YES	118	13,924

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Centinela Ave and Venice Blvd	LA	NBA	1,580	1,119	0.71	0.29	0.30	YES	-461	212,521
			NBD	922	922	1.00	0.00	0.38	YES	0	0
			SBA	785	898	1.14	0.14	0.41	YES	113	12,769
			SBD	1,784	1,212	0.68	0.32	0.29	NO	-572	327,184
			EBA	1,631	1,502	0.92	0.08	0.29	YES	-129	16,641
			EBD	1,151	1,386	1.20	0.20	0.34	YES	235	55,225
			WBA	1,354	1,427	1.05	0.05	0.33	YES	73	5,329
			WBD	1,493	1,380	0.92	0.08	0.31	YES	-113	12,769
	Centinela Ave and Washington Blvd	Culver City	NBA	1,574	1,259	0.80	0.20	0.30	YES	-315	99,225
			NBD	897	973	1.08	0.08	0.38	YES	76	5,776
			SBA	792	970	1.22	0.22	0.41	YES	178	31,684
			SBD	1,514	1,104	0.73	0.27	0.30	YES	-410	168,100
			EBA	566	325	0.57	0.43	0.48	YES	-241	58,081
			EBD	577	818	1.42	0.42	0.48	YES	241	58,081
			WBA	625	534	0.85	0.15	0.44	YES	-91	8,281
			WBD	569	194	0.34	0.66	0.48	NO	-375	140,625
	Centinela Ave and Washington Place	Culver City / LA	NBA	1,514	1,104	0.73	0.27	0.30	YES	-410	168,100
			NBD	835	970	1.16	0.16	0.41	YES	135	18,225
			SBA	920	915	0.99	0.01	0.38	YES	-5	25
			SBD	1,588	1,109	0.70	0.30	0.30	YES	-479	229,441
			EBA	873	800	0.92	0.08	0.41	YES	-73	5,329
			EBD	602	818	1.36	0.36	0.48	YES	216	46,656
			WBA	550	705	1.28	0.28	0.48	YES	155	24,025
			WBD	832	627	0.75	0.25	0.41	YES	-205	42,025
	Centinela Ave and SR-90 EB Ramps	Caltrans / LA	NBA	1,032	731	0.71	0.29	0.36	YES	-301	90,601
			NBD	994	607	0.61	0.39	0.38	NO	-387	149,769
			SBA	1,291	1,058	0.82	0.18	0.33	YES	-233	54,289
			SBD	714	633	0.89	0.11	0.44	YES	-81	6,561
			EBA								
			EBD								
			WBA								
			WBD	690	612	0.89	0.11	0.44	YES	-78	6,084
	Centinela Ave and SR-90 WB Ramps / Sanford St	Caltrans / LA	NBA	718	633	0.88	0.12	0.44	YES	-85	7,225
			NBD	1,240	1,058	0.85	0.15	0.34	YES	-182	33,124
			SBA	892	985	1.10	0.10	0.38	YES	93	8,649
			SBD	1,203	1,230	1.02	0.02	0.34	YES	27	729
			EBA								
			EBD								
			WBA	904	700	0.77	0.23	0.38	YES	-204	41,616
			WBD								
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	NBA	1,008	1,169	1.16	0.16	0.36	YES	161	25,921
			NBD	829	639	0.77	0.23	0.41	YES	-190	36,100
			SBA	673	629	0.93	0.07	0.44	YES	-44	1,936
			SBD	949	1,064	1.12	0.12	0.38	YES	115	13,225
			EBA	796	706	0.89	0.11	0.41	YES	-90	8,100
			EBD	1,206	1,415	1.17	0.17	0.34	YES	209	43,681
			WBA	1,079	1,267	1.17	0.17	0.36	YES	188	35,344
			WBD	572	658	1.15	0.15	0.48	YES	86	7,396
	Century Blvd and Inglewood Ave	Inglewood	NBA	397	374	0.94	0.06	0.52	YES	-23	529
			NBD	307	403	1.31	0.31	0.58	YES	96	9,216
			SBA	327	276	0.84	0.16	0.58	YES	-51	2,601
			SBD	396	328	0.83	0.17	0.52	YES	-68	4,624
			EBA	780	775	0.99	0.01	0.41	YES	-5	25
			EBD	1,275	1,554	1.22	0.22	0.33	YES	279	77,841
			WBA	1,232	1,461	1.19	0.19	0.34	YES	229	52,441
			WBD	758	602	0.79	0.21	0.41	YES	-156	24,336

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Century Blvd and La Cienega Blvd	Inglewood / LA / County of LA	NBA	731	910	1.24	0.24	0.44	YES	179	32,041
			NBD	1,166	1,053	0.90	0.10	0.34	YES	-113	12,769
			SBA	1,167	1,087	0.93	0.07	0.34	YES	-80	6,400
			SBD	997	1,155	1.16	0.16	0.38	YES	158	24,964
			EBA	1,095	571	0.52	0.48	0.36	NO	-524	274,576
			EBD	2,027	1,520	0.75	0.25	0.28	YES	-507	257,049
			WBA	2,162	1,856	0.86	0.14	0.27	YES	-306	93,636
			WBD	965	694	0.72	0.28	0.38	YES	-271	73,441
	Century Blvd and Prairie Ave	Inglewood	NBA	1,076	1,386	1.29	0.29	0.36	YES	310	96,100
			NBD	830	853	1.03	0.03	0.41	YES	23	529
			SBA	943	991	1.05	0.05	0.38	YES	48	2,304
			SBD	1,181	1,635	1.38	0.38	0.34	NO	454	206,116
			EBA	553	692	1.25	0.25	0.48	YES	139	19,321
			EBD	1,062	1,090	1.03	0.03	0.36	YES	28	784
			WBA	1,157	1,084	0.94	0.06	0.34	YES	-73	5,329
			WBD	656	655	1.00	0.00	0.44	YES	-1	1
	Century Blvd and Sepulveda Blvd	LA / Caltrans	NBA	3,235	3,821	1.18	0.18	0.24	YES	586	343,396
			NBD	2,023	1,633	0.81	0.19	0.28	YES	-390	152,100
			SBA	1,912	1,717	0.90	0.10	0.28	YES	-195	38,025
			SBD	3,467	3,278	0.95	0.05	0.24	YES	-189	35,721
			EBA								
			EBD								
			WBA	609	951	1.56	0.56	0.48	NO	342	116,964
			WBD								
	Century Blvd and I-405 NB On/Off Ramps	Caltrans / Inglewood	NBA	1,154	760	0.66	0.34	0.34	NO	-394	155,236
			NBD	369	0	0.00	1.00	0.58	NO	-369	136,161
			SBA								
			SBD								
			EBA	937	680	0.73	0.27	0.38	YES	-257	66,049
			EBD	2,528	2,280	0.90	0.10	0.26	YES	-248	61,504
			WBA	1,500	1,649	1.10	0.10	0.30	YES	149	22,201
			WBD	707	813	1.15	0.15	0.44	YES	106	11,236
	Century Blvd and I-405 NB On/Off Ramps	Caltrans / Inglewood	NBA								
			NBD								
			SBA								
			SBD	454	436	0.96	0.04	0.52	YES	-18	324
			EBA								
			EBD	2,126	1,856	0.87	0.13	0.27	YES	-270	72,900
			WBA	2,580	2,280	0.88	0.12	0.26	YES	-300	90,000
			WBD								
	Culver Blvd and Duquesne Ave	Culver City	NBA	482	407	0.84	0.16	0.52	YES	-75	5,625
			NBD	344	307	0.89	0.11	0.58	YES	-37	1,369
			SBA	336	207	0.62	0.38	0.58	YES	-129	16,641
			SBD	355	319	0.90	0.10	0.58	YES	-36	1,296
			EBA	656	739	1.13	0.13	0.44	YES	83	6,889
			EBD	745	931	1.25	0.25	0.44	YES	186	34,596
			WBA	671	938	1.40	0.40	0.44	YES	267	71,289
			WBD	701	750	1.07	0.07	0.44	YES	49	2,401
	Culver Blvd and Jefferson Blvd	LA	NBA	254	430	1.69	0.69	0.58	NO	176	30,976
			NBD	504	393	0.78	0.22	0.48	YES	-111	12,321
			SBA								
			SBD								
			EBA	2,617	1,712	0.65	0.35	0.26	NO	-905	819,025
			EBD	578	1,135	1.96	0.96	0.48	NO	557	310,249
			WBA	344	713	2.07	1.07	0.58	NO	369	136,161
			WBD	2,133	1,325	0.62	0.38	0.27	NO	-808	652,864

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Culver Blvd and Nicholson St	LA	NBA	1,242	726	0.58	0.42	0.34	NO	-516	266,256
			NBD								
			SBA								
			SBD								
			EBA	1,422	986	0.69	0.31	0.31	YES	-436	190,096
			EBD	424	702	1.66	0.66	0.52	NO	278	77,284
			WBA	631	1,135	1.80	0.80	0.44	NO	504	254,016
			WBD	2,635	1,712	0.65	0.35	0.25	NO	-923	851,929
	Culver Blvd and Overland Ave	Culver City	NBA	1,187	1,065	0.90	0.10	0.34	YES	-122	14,884
			NBD	817	868	1.06	0.06	0.41	YES	51	2,601
			SBA	835				0.41			
			SBD	1,317				0.33			
			EBA	666	489	0.73	0.27	0.44	YES	-177	31,329
			EBD	711	710	1.00	0.00	0.44	YES	-1	1
			WBA	793	860	1.08	0.08	0.41	YES	67	4,489
			WBD	636	600	0.94	0.06	0.44	YES	-36	1,296
	Culver Blvd and Sawtelle Blvd	Culver City	NBA	255	421	1.65	0.65	0.58	NO	166	27,556
			NBD	267	469	1.76	0.76	0.58	NO	202	40,804
			SBA	311	731	2.35	1.35	0.58	NO	420	176,400
			SBD	266	1,089	4.09	3.09	0.58	NO	823	677,329
			EBA	580	1,200	2.07	1.07	0.48	NO	620	384,400
			EBD	428	734	1.71	0.71	0.52	NO	306	93,636
			WBA	451	405	0.90	0.10	0.52	YES	-46	2,116
			WBD	636	466	0.73	0.27	0.44	YES	-170	28,900
	Culver Blvd and Sepulveda Blvd	Culver City	NBA	651	1,040	1.60	0.60	0.44	NO	389	151,321
			NBD	377	855	2.27	1.27	0.52	NO	478	228,484
			SBA	306	520	1.70	0.70	0.58	NO	214	45,796
			SBD	746	861	1.15	0.15	0.44	YES	115	13,225
			EBA	673	516	0.77	0.23	0.44	YES	-157	24,649
			EBD	464	404	0.87	0.13	0.52	YES	-60	3,600
			WBA	605	705	1.17	0.17	0.48	YES	100	10,000
			WBD	648	678	1.05	0.05	0.44	YES	30	900
	Douglas St and El Segundo Blvd	El Segundo	NBA	700	351	0.50	0.50	0.44	NO	-349	121,801
			NBD	450	224	0.50	0.50	0.52	YES	-226	51,076
			SBA								
			SBD	861	640	0.74	0.26	0.41	YES	-221	48,841
			EBA	733	547	0.75	0.25	0.44	YES	-186	34,596
			EBD	1,737	1,564	0.90	0.10	0.29	YES	-173	29,929
			WBA	2,026	1,878	0.93	0.07	0.28	YES	-148	21,904
			WBD	546	397	0.73	0.27	0.48	YES	-149	22,201
	Douglas St and Imperial Highway	El Segundo / LA	NBA								
			NBD								
			SBA								
			SBD								
			EBA	568	341	0.60	0.40	0.48	YES	-227	51,529
			EBD	1,196	1,093	0.91	0.09	0.34	YES	-103	10,609
			WBA	1,313	1,061	0.81	0.19	0.33	YES	-252	63,504
			WBD	540	551	1.02	0.02	0.48	YES	11	121
	Douglas St and Mariposa Ave	El Segundo	NBA	663	572	0.86	0.14	0.44	YES	-91	8,281
			NBD								
			SBA								
			SBD	517	462	0.89	0.11	0.48	YES	-55	3,025
			EBA								
			EBD								

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Douglas St and Rosecrans Ave	El Segundo / Manhattan Beach	NBA								
			NBD								
			SBA								
			SBD	502	790	1.57	0.57	0.48	NO	288	82,944
			EBA	915	874	0.96	0.04	0.38	YES	-41	1,681
			EBD	1,738	854	0.49	0.51	0.29	NO	-884	781,456
			WBA	2,082	1,590	0.76	0.24	0.28	YES	-492	242,064
			WBD	869	967	1.11	0.11	0.41	YES	98	9,604
	Duquesne Ave and Jefferson Blvd	Culver City	NBA								
			NBD								
			SBA	340	400	1.18	0.18	0.58	YES	60	3,600
			SBD	467	513	1.10	0.10	0.52	YES	46	2,116
			EBA	1,012	825	0.82	0.18	0.36	YES	-187	34,969
			EBD	1,138	1,053	0.93	0.07	0.34	YES	-85	7,225
			WBA	1,206	1,311	1.09	0.09	0.34	YES	105	11,025
			WBD	921	972	1.06	0.06	0.38	YES	51	2,601
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	1,092	1,323	1.21	0.21	0.36	YES	231	53,361
			NBD	718	788	1.10	0.10	0.44	YES	70	4,900
			SBA	678	660	0.97	0.03	0.44	YES	-18	324
			SBD	882	944	1.07	0.07	0.38	YES	62	3,844
			EBA	501	647	1.29	0.29	0.48	YES	146	21,316
			EBD	1,017	1,141	1.12	0.12	0.36	YES	124	15,376
			WBA	945	869	0.92	0.08	0.38	YES	-76	5,776
			WBD	599	646	1.08	0.08	0.48	YES	47	2,209
	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	650	453	0.70	0.30	0.44	YES	-197	38,809
			NBD	554	489	0.88	0.12	0.48	YES	-65	4,225
			SBA	506	392	0.77	0.23	0.48	YES	-114	12,996
			SBD	610	628	1.03	0.03	0.48	YES	18	324
			EBA	526	628	1.19	0.19	0.48	YES	102	10,404
			EBD	1,244	973	0.78	0.22	0.34	YES	-271	73,441
			WBA	1,220	1,176	0.96	0.04	0.34	YES	-44	1,936
			WBD	494	557	1.13	0.13	0.52	YES	63	3,969
	El Segundo Blvd and La Cienega Blvd	Hawthorne / LA County	NBA								
			NBD								
			SBA	592	479	0.81	0.19	0.48	YES	-113	12,769
			SBD	391	63	0.16	0.84	0.52	NO	-328	107,584
			EBA	510	576	1.13	0.13	0.48	YES	66	4,356
			EBD	1,873	1,871	1.00	0.00	0.29	YES	-2	4
			WBA	1,816	1,627	0.90	0.10	0.29	YES	-189	35,721
			WBD	654	745	1.14	0.14	0.44	YES	91	8,281
	El Segundo Blvd and Nash St	El Segundo	NBA								
			NBD	558				0.48			
			SBA	345	606	1.76	0.76	0.58	NO	261	68,121
			SBD								
			EBA	670	266	0.40	0.60	0.44	NO	-404	163,216
			EBD	1,302	449	0.34	0.66	0.33	NO	-853	727,609
			WBA	1,719	1,406	0.82	0.18	0.29	YES	-313	97,969
			WBD	756	572	0.76	0.24	0.41	YES	-184	33,856
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	3,219	3,075	0.96	0.04	0.24	YES	-144	20,736
			NBD	1,287	1,064	0.83	0.17	0.33	YES	-223	49,729
			SBA	1,277	1,306	1.02	0.02	0.33	YES	29	841
			SBD	3,032	2,995	0.99	0.01	0.24	YES	-37	1,369
			EBA	618	328	0.53	0.47	0.48	YES	-290	84,100
			EBD	666	720	1.08	0.08	0.44	YES	54	2,916
			WBA	683	391	0.57	0.43	0.44	YES	-292	85,264
			WBD	812	304	0.37	0.63	0.41	NO	-508	258,064

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Fiji Way and Lincoln Blvd	Caltrans / LA / LA County	NBA	2,481	2,308	0.93	0.07	0.26	YES	-173	29,929
			NBD	1,713	1,439	0.84	0.16	0.29	YES	-274	75,076
			SBA	1,230	1,060	0.86	0.14	0.34	YES	-170	28,900
			SBD	1,981	1,446	0.73	0.27	0.28	YES	-535	286,225
			EBA	707	410	0.58	0.42	0.44	YES	-297	88,209
			EBD	652	886	1.36	0.36	0.44	YES	234	54,756
			WBA								
			WBD								
	Florence Ave and La Brea Ave	Inglewood	NBA	927	999	1.08	0.08	0.38	YES	72	5,184
			NBD	602	677	1.12	0.12	0.48	YES	75	5,625
			SBA	630	938	1.49	0.49	0.44	NO	308	94,864
			SBD	1,064	1,130	1.06	0.06	0.36	YES	66	4,356
			EBA	461	671	1.46	0.46	0.52	YES	210	44,100
			EBD	986	1,211	1.23	0.23	0.38	YES	225	50,625
			WBA	1,081	1,168	1.08	0.08	0.36	YES	87	7,569
			WBD	447	756	1.69	0.69	0.52	NO	309	95,481
	Florence Ave and La Cienega Blvd	Inglewood	NBA	455	749	1.65	0.65	0.52	NO	294	86,436
			NBD	770	1,244	1.62	0.62	0.41	NO	474	224,676
			SBA	1,102	1,827	1.66	0.66	0.36	NO	725	525,625
			SBD	497	1,354	2.72	1.72	0.52	NO	857	734,449
			EBA	487	760	1.56	0.56	0.52	NO	273	74,529
			EBD	1,120	1,017	0.91	0.09	0.36	YES	-103	10,609
			WBA	1,085	724	0.67	0.33	0.36	YES	-361	130,321
			WBD	742	448	0.60	0.40	0.44	YES	-294	86,436
	Grand Ave and Nash St	El Segundo	NBA								
			NBD	406	639	1.57	0.57	0.52	NO	233	54,289
			SBA	709	589	0.83	0.17	0.44	YES	-120	14,400
			SBD								
			EBA								
			EBD	362	263	0.73	0.27	0.58	YES	-99	9,801
			WBA								
			WBD								
	Grand Ave and Sepulveda Blvd	El Segundo	NBA	2,891	2,995	1.04	0.04	0.24	YES	104	10,816
			NBD	1,241	1,306	1.05	0.05	0.34	YES	65	4,225
			SBA	1,670	1,542	0.92	0.08	0.29	YES	-128	16,384
			SBD	2,533	2,157	0.85	0.15	0.26	YES	-376	141,376
			EBA	362	182	0.50	0.50	0.58	YES	-180	32,400
			EBD	299	322	1.08	0.08	0.58	YES	23	529
			WBA								
			WBD	974	954	0.98	0.02	0.38	YES	-20	400
	Grand Ave and Vista Del Mar	LA	NBA	1,626	1,221	0.75	0.25	0.29	YES	-405	164,025
			NBD	519	541	1.04	0.04	0.48	YES	22	484
			SBA	538	488	0.91	0.09	0.48	YES	-50	2,500
			SBD	1,624	1,274	0.78	0.22	0.30	YES	-350	122,500
			EBA								
			EBD								
			WBA								
			WBD								
	Hawthorne Blvd and Imperial Hwy	Hawthorne	NBA	945	949	1.00	0.00	0.38	YES	4	16
			NBD	765	629	0.82	0.18	0.41	YES	-136	18,496
			SBA	895	997	1.11	0.11	0.38	YES	102	10,404
			SBD	775	1,032	1.33	0.33	0.41	YES	257	66,049
			EBA	462	576	1.25	0.25	0.52	YES	114	12,996
			EBD	1,030	908	0.88	0.12	0.36	YES	-122	14,884
			WBA	907	992	1.09	0.09	0.38	YES	85	7,225
			WBD	639	914	1.43	0.43	0.44	YES	275	75,625

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Hawthorne Blvd and Lennox Blvd	LA County	NBA	1,024	1,336	1.30	0.30	0.36	YES	312	97,344
			NBD	916	931	1.02	0.02	0.38	YES	15	225
			SBA	833	639	0.77	0.23	0.41	YES	-194	37,636
			SBD	981	1,071	1.09	0.09	0.38	YES	90	8,100
			EBA	279	259	0.93	0.07	0.58	YES	-20	400
			EBD	411	359	0.87	0.13	0.52	YES	-52	2,704
			WBA	402	316	0.79	0.21	0.52	YES	-86	7,396
			WBD								
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	NBA	761	744	0.98	0.02	0.41	YES	-17	289
			NBD	364	368	1.01	0.01	0.58	YES	4	16
			SBA	540	529	0.98	0.02	0.48	YES	-11	121
			SBD	1,483	1,041	0.70	0.30	0.31	YES	-442	195,364
			EBA	311				0.58			
			EBD								
			WBA	753	444	0.59	0.41	0.41	NO	-309	95,481
			WBD	443	765	1.73	0.73	0.52	NO	322	103,684
	Howard Hughes Pkwy and Sepulveda Bl	LA	NBA	2,768	2,766	1.00	0.00	0.25	YES	-2	4
			NBD	1,375	1,727	1.26	0.26	0.31	YES	352	123,904
			SBA	1,104	1,042	0.94	0.06	0.36	YES	-62	3,844
			SBD	2,237	2,331	1.04	0.04	0.27	YES	94	8,836
			EBA								
			EBD								
			WBA	780	841	1.08	0.08	0.41	YES	61	3,721
			WBD	1,040	585	0.56	0.44	0.36	NO	-455	207,025
	Imperial Hwy and Inglewood Ave	Inglewood	NBA	626	400	0.64	0.36	0.44	YES	-226	51,076
			NBD	387	224	0.58	0.42	0.52	YES	-163	26,569
			SBA	508	476	0.94	0.06	0.48	YES	-32	1,024
			SBD	516	639	1.24	0.24	0.48	YES	123	15,129
			EBA	313	497	1.59	0.59	0.58	NO	184	33,856
			EBD	1,285	961	0.75	0.25	0.33	YES	-324	104,976
			WBA	1,158	893	0.77	0.23	0.34	YES	-265	70,225
			WBD	417	440	1.06	0.06	0.52	YES	23	529
	Imperial Hwy and La Cienega Blvd	LA	NBA	395	476	1.21	0.21	0.52	YES	81	6,561
			NBD	565	650	1.15	0.15	0.48	YES	85	7,225
			SBA	647	395	0.61	0.39	0.44	YES	-252	63,504
			SBD	907	1,142	1.26	0.26	0.38	YES	235	55,225
			EBA	700	719	1.03	0.03	0.44	YES	19	361
			EBD	1,134	671	0.59	0.41	0.34	NO	-463	214,369
			WBA	1,229	1,402	1.14	0.14	0.34	YES	173	29,929
			WBD	365	455	1.25	0.25	0.58	YES	90	8,100
	Imperial Hwy and Main St	El Segundo / LA	NBA	1,012	866	0.86	0.14	0.36	YES	-146	21,316
			NBD	481	445	0.93	0.07	0.52	YES	-36	1,296
			SBA								
			SBD								
			EBA	1,125	718	0.64	0.36	0.34	NO	-407	165,649
			EBD	1,379	1,769	1.28	0.28	0.31	YES	390	152,100
			WBA	1,401	1,878	1.34	0.34	0.31	NO	477	227,529
			WBD	1,677	1,246	0.74	0.26	0.29	YES	-431	185,761
	Imperial Hwy and Pershing Drive	LA	NBA								
			NBD								
			SBA	779	685	0.88	0.12	0.41	YES	-94	8,836
			SBD	1,212	1,109	0.92	0.08	0.34	YES	-103	10,609
			EBA	693	360	0.52	0.48	0.44	NO	-333	110,889
			EBD	400	469	1.17	0.17	0.52	YES	69	4,761
			WBA	1,291	1,367	1.06	0.06	0.33	YES	76	5,776
			WBD	1,144	823	0.72	0.28	0.34	YES	-321	103,041

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Imperial Hwy and Prairie Ave	Hawthorne / Inglewood	NBA	992	810	0.82	0.18	0.38	YES	-182	33,124
			NBD	723	711	0.98	0.02	0.44	YES	-12	144
			SBA	1,377	1,494	1.08	0.08	0.31	YES	117	13,689
			SBD	779	944	1.21	0.21	0.41	YES	165	27,225
			EBA	344	562	1.63	0.63	0.58	NO	218	47,524
			EBD	2,045	1,969	0.96	0.04	0.28	YES	-76	5,776
			WBA	1,276	1,183	0.93	0.07	0.33	YES	-93	8,649
			WBD	442	526	1.19	0.19	0.52	YES	84	7,056
	Imperial Hwy and Sepulveda Blvd	Caltrans / El Segundo / LA	NBA	2,450	1,968	0.80	0.20	0.26	YES	-482	232,324
			NBD	2,165	1,663	0.77	0.23	0.27	YES	-502	252,004
			SBA	2,094	2,504	1.20	0.20	0.28	YES	410	168,100
			SBD	2,103	2,373	1.13	0.13	0.28	YES	270	72,900
			EBA	658	736	1.12	0.12	0.44	YES	78	6,084
			EBD	383	359	0.94	0.06	0.52	YES	-24	576
			WBA	671	398	0.59	0.41	0.44	YES	-273	74,529
			WBD	1,222	1,164	0.95	0.05	0.34	YES	-58	3,364
	Imperial Highway and Vista del Mar	LA	NBA	1,674	1,274	0.76	0.24	0.29	YES	-400	160,000
			NBD	523	488	0.93	0.07	0.48	YES	-35	1,225
			SBA	439	501	1.14	0.14	0.52	YES	62	3,844
			SBD	1,310	1,394	1.06	0.06	0.33	YES	84	7,056
			EBA								
			EBD								
			WBA	418	469	1.12	0.12	0.52	YES	51	2,601
			WBD	697	360	0.52	0.48	0.44	NO	-337	113,569
	Imperial Hwy and Nash St / I-105 WB Off-Ramp	El Segundo / Caltrans / LA	NBA								
			NBD	1,426	1,245	0.87	0.13	0.31	YES	-181	32,761
			SBA	1,942	1,297	0.67	0.33	0.28	NO	-645	416,025
			SBD								
			EBA	625	403	0.64	0.36	0.44	YES	-222	49,284
			EBD	1,439	797	0.55	0.45	0.31	NO	-642	412,164
			WBA	1,152	881	0.76	0.24	0.34	YES	-271	73,441
			WBD	889	533	0.60	0.40	0.38	NO	-356	126,736
	Imperial Hwy and I-105 Ramps E/O Aviation Bl	Caltrans / LA	NBA	1,458	944	0.65	0.35	0.31	NO	-514	264,196
			NBD	632	545	0.86	0.14	0.44	YES	-87	7,569
			SBA								
			SBD								
			EBA	873				0.41			
			EBD	2,035				0.28			
			WBA	1,067	1,389	1.30	0.30	0.36	YES	322	103,684
			WBD	731	1,093	1.50	0.50	0.44	NO	362	131,044
	Imperial Hwy & I-405 NB Ramps E/O La Cienega	Caltrans / Hawthorne	NBA	443	419	0.95	0.05	0.52	YES	-24	576
			NBD								
			SBA								
			SBD	403	2	0.00	1.00	0.52	NO	-401	160,801
			EBA	333	455	1.37	0.37	0.58	YES	122	14,884
			EBD	1,272	1,402	1.10	0.10	0.33	YES	130	16,900
			WBA	1,290	1,136	0.88	0.12	0.33	YES	-154	23,716
			WBD	324	605	1.87	0.87	0.58	NO	281	78,961
	Inglewood Ave and Lennox Blvd	LA County	NBA	449	420	0.94	0.06	0.52	YES	-29	841
			NBD	352	331	0.94	0.06	0.58	YES	-21	441
			SBA	324	442	1.36	0.36	0.58	YES	118	13,924
			SBD	373	412	1.10	0.10	0.58	YES	39	1,521
			EBA								
			EBD	394	267	0.68	0.32	0.52	YES	-127	16,129
			WBA	388	322	0.83	0.17	0.52	YES	-66	4,356
			WBD	267	217	0.81	0.19	0.58	YES	-50	2,500

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Inglewood Ave and Manchester Blvd	Inglewood	NBA	265	376	1.42	0.42	0.58	YES	111	12,321
			NBD								
			SBA	255	127	0.50	0.50	0.58	YES	-128	16,384
			SBD								
			EBA	550	585	1.06	0.06	0.48	YES	35	1,225
			EBD	1,414	1,137	0.80	0.20	0.31	YES	-277	76,729
			WBA	1,258	1,126	0.90	0.10	0.33	YES	-132	17,424
			WBD	543	669	1.23	0.23	0.48	YES	126	15,876
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	NBA	2,004	2,724	1.36	0.36	0.28	NO	720	518,400
			NBD	1,322	1,224	0.93	0.07	0.33	YES	-98	9,604
			SBA	1,389	1,437	1.03	0.03	0.31	YES	48	2,304
			SBD	2,202	2,086	0.95	0.05	0.27	YES	-116	13,456
			EBA	515	393	0.76	0.24	0.48	YES	-122	14,884
			EBD	319	430	1.35	0.35	0.58	YES	111	12,321
			WBA	852	558	0.65	0.35	0.41	YES	-294	86,436
			WBD	917	1,368	1.49	0.49	0.38	NO	451	203,401
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	NBA	1,063	793	0.75	0.25	0.36	YES	-270	72,900
			NBD	787	818	1.04	0.04	0.41	YES	31	961
			SBA	740	830	1.12	0.12	0.44	YES	90	8,100
			SBD	1,358	1,109	0.82	0.18	0.33	YES	-249	62,001
			EBA	1,038	773	0.74	0.26	0.36	YES	-265	70,225
			EBD	857	662	0.77	0.23	0.41	YES	-195	38,025
			WBA	1,171	957	0.82	0.18	0.34	YES	-214	45,796
			WBD	1,010	763	0.76	0.24	0.36	YES	-247	61,009
	Jefferson Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	2,212	1,742	0.79	0.21	0.27	YES	-470	220,900
			NBD	1,249	1,105	0.88	0.12	0.34	YES	-144	20,736
			SBA	361	662	1.83	0.83	0.58	NO	301	90,601
			SBD	966	920	0.95	0.05	0.38	YES	-46	2,116
			EBA								
			EBD								
			WBA	900				0.38			
			WBD	1,254				0.33			
	Jefferson Blvd / Playa St and Sepulveda Blvd	Culver City	NBA	1,680	1,742	1.04	0.04	0.29	YES	62	3,844
			NBD	796	985	1.24	0.24	0.41	YES	189	35,721
			SBA	1,311	1,094	0.83	0.17	0.33	YES	-217	47,089
			SBD	2,103	1,827	0.87	0.13	0.28	YES	-276	76,176
			EBA	681	797	1.17	0.17	0.44	YES	116	13,456
			EBD	935	686	0.73	0.27	0.38	YES	-249	62,001
			WBA	580	861	1.48	0.48	0.48	NO	281	78,961
			WBD	418	996	2.38	1.38	0.52	NO	578	334,084
	Jefferson Blvd (E/W) and Slauson Ave (N/S)	Culver City	NBA	859	978	1.14	0.14	0.41	YES	119	14,161
			NBD	1,441	609	0.42	0.58	0.31	NO	-832	692,224
			SBA	959	184	0.19	0.81	0.38	NO	-775	600,625
			SBD	736	241	0.33	0.67	0.44	NO	-495	245,025
			EBA								
			EBD								
			WBA	471	686	1.46	0.46	0.52	YES	215	46,225
			WBD								
	Jefferson Blvd and I-405 NB Ramps	Caltrans / LA	NBA	291	667	2.29	1.29	0.58	NO	376	141,376
			NBD								
			SBA								
			SBD	793	870	1.10	0.10	0.41	YES	77	5,929
			EBA	1,044	1,081	1.04	0.04	0.36	YES	37	1,369
			EBD	1,145	1,078	0.94	0.06	0.34	YES	-67	4,489
			WBA	1,453	1,593	1.10	0.10	0.31	YES	140	19,600
			WBD	850	1,392	1.64	0.64	0.41	NO	542	293,764

#	Location	Jurisdiction	Leg	AM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
	Jefferson Blvd and I-405 SB Ramps	Caltrans / LA	NBA									
			NBD	558	507	0.91	0.09	0.48	YES	-51	2,601	
			SBA	369	668	1.81	0.81	0.58	NO	299	89,401	
			SBD									
			EBA	1,173	1,022	0.87	0.13	0.34	YES	-151	22,801	
			EBD	1,071	1,182	1.10	0.10	0.36	YES	111	12,321	
			WBA	1,158	1,078	0.93	0.07	0.34	YES	-80	6,400	
			WBD	1,071	1,081	1.01	0.01	0.36	YES	10	100	
	La Brea Ave and Manchester Blvd	Inglewood	NBA	787	797	1.01	0.01	0.41	YES	10	100	
			NBD	542	354	0.65	0.35	0.48	YES	-188	35,344	
			SBA	652	547	0.84	0.16	0.44	YES	-105	11,025	
			SBD	980	895	0.91	0.09	0.38	YES	-85	7,225	
			EBA	670	719	1.07	0.07	0.44	YES	49	2,401	
			EBD	1,154	1,262	1.09	0.09	0.34	YES	108	11,664	
			WBA	1,133	1,349	1.19	0.19	0.34	YES	216	46,656	
			WBD	566	877	1.55	0.55	0.48	NO	311	96,721	
	La Brea Ave, Overhill Dr and Stocker St	LA County	NBA	1,373	1,060	0.77	0.23	0.33	YES	-313	97,969	
			NBD	810	947	1.17	0.17	0.41	YES	137	18,769	
			SBA	1,639	1,092	0.67	0.33	0.29	NO	-547	299,209	
			SBD	2,093	1,302	0.62	0.38	0.28	NO	-791	625,681	
			NB2A	542	559	1.03	0.03	0.48	YES	17	289	
			NB2D	867	158	0.18	0.82	0.41	NO	-709	502,681	
			EBA	1,019	654	0.64	0.36	0.36	YES	-365	133,225	
			EBD	755	1,148	1.52	0.52	0.41	NO	393	154,449	
			WBA	770	779	1.01	0.01	0.41	YES	9	81	
			WBD	818	580	0.71	0.29	0.41	YES	-238	56,644	
			NBA	1,268	821	0.65	0.35	0.33	NO	-447	199,809	
			NBD	632	710	1.12	0.12	0.44	YES	78	6,084	
			SBA	749	1,014	1.35	0.35	0.44	YES	265	70,225	
			SBD	1,399	1,060	0.76	0.24	0.31	YES	-339	114,921	
EBA	794	1,038	1.31	0.31	0.41	YES	244	59,536				
EBD	1,848	2,047	1.11	0.11	0.29	YES	199	39,601				
WBA	1,805	1,664	0.92	0.08	0.29	YES	-141	19,881				
WBD	737	719	0.98	0.02	0.44	YES	-18	324				
	La Cienega Blvd (N/S) and La Tijera Blvd (E/W)	Inglewood / LA	NBA	2,687	2,148	0.80	0.20	0.25	YES	-539	290,521	
			NBD	2,250	2,123	0.94	0.06	0.27	YES	-127	16,129	
			SBA	3,370	3,426	1.02	0.02	0.24	YES	56	3,136	
			SBD	3,372	3,086	0.92	0.08	0.24	YES	-286	81,796	
			EBA	916	1,283	1.40	0.40	0.38	NO	367	134,689	
			EBD	1,120	1,452	1.30	0.30	0.36	YES	332	110,224	
			WBA									
			WBD									
	La Cienega Blvd and Lennox Blvd	LA County/ LA	NBA	701	1,097	1.56	0.56	0.44	NO	396	156,816	
			NBD	596	932	1.56	0.56	0.48	NO	336	112,896	
			SBA	516	700	1.36	0.36	0.48	YES	184	33,856	
			SBD	840	1,155	1.38	0.38	0.41	YES	315	99,225	
			EBA									
			EBD									
			WBA	316	443	1.40	0.40	0.58	YES	127	16,129	
			WBD									
	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	591	638	1.08	0.08	0.48	YES	47	2,209	
			NBD	1,005	583	0.58	0.42	0.36	NO	-422	178,084	
			SBA	758	1,244	1.64	0.64	0.41	NO	486	236,196	
			SBD	460	749	1.63	0.63	0.52	NO	289	83,521	
			EBA	475	581	1.22	0.22	0.52	YES	106	11,236	
			EBD	1,347	987	0.73	0.27	0.33	YES	-360	129,600	
			WBA	1,822	906	0.50	0.50	0.29	NO	-916	839,056	
			WBD	834	1,014	1.22	0.22	0.41	YES	180	32,400	

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	La Cienega Bl NB Ramps and Slauson Ave	LA County	NBA	583	561	0.96	0.04	0.48	YES	-22	484
			NBD								
			SBA								
			SBD	414	165	0.40	0.60	0.52	NO	-249	62,001
			EBA	939	1,072	1.14	0.14	0.38	YES	133	17,689
			EBD	2,407	2,640	1.10	0.10	0.26	YES	233	54,289
			WBA	2,031	2,221	1.09	0.09	0.28	YES	190	36,100
			WBD	732	1,050	1.43	0.43	0.44	YES	318	101,124
	La Cienega Bl SB Ramps and Slauson Ave	LA County	NBA								
			NBD	323	362	1.12	0.12	0.58	YES	39	1,521
			SBA	849	599	0.71	0.29	0.41	YES	-250	62,500
			SBD								
			EBA	1,116	1,260	1.13	0.13	0.36	YES	144	20,736
			EBD	3,258	3,066	0.94	0.06	0.24	YES	-192	36,864
			WBA	2,680	2,640	0.99	0.01	0.25	YES	-40	1,600
			WBD	1,064	1,072	1.01	0.01	0.36	YES	8	64
	La Cienega Blvd and Stocker Ave	LA County	NBA	3,084	2,738	0.89	0.11	0.24	YES	-346	119,716
			NBD	3,429	3,049	0.89	0.11	0.24	YES	-380	144,400
			SBA	2,273	2,355	1.04	0.04	0.27	YES	82	6,724
			SBD	2,385	2,519	1.06	0.06	0.26	YES	134	17,956
			EBA								
			EBD								
			WBA	1,384	1,196	0.86	0.14	0.31	YES	-188	35,344
			WBD	927	714	0.77	0.23	0.38	YES	-213	45,369
	La Cienega Blvd and 111th St	LA County / LA	NBA	768	1,138	1.48	0.48	0.41	NO	370	136,900
			NBD	519	875	1.69	0.69	0.48	NO	356	126,736
			SBA	598	932	1.56	0.56	0.48	NO	334	111,556
			SBD	675	1,097	1.63	0.63	0.44	NO	422	178,084
			EBA								
			EBD	317	156	0.49	0.51	0.58	YES	-161	25,921
			WBA								
			WBD								
	La Cienega Blvd and 120th St	LA County	NBA	357	230	0.64	0.36	0.58	YES	-127	16,129
			NBD	256	230	0.90	0.10	0.58	YES	-26	676
			SBA								
			SBD	449	489	1.09	0.09	0.52	YES	40	1,600
			EBA								
			EBD	572	407	0.71	0.29	0.48	YES	-165	27,225
			WBA	702	673	0.96	0.04	0.44	YES	-29	841
			WBD								
	La Cienega Bl and I-405 SB Ramps N/O Century	Caltrans / Inglewood / LA	NBA	977	1,155	1.18	0.18	0.38	YES	178	31,684
			NBD	1,196	1,087	0.91	0.09	0.34	YES	-109	11,881
			SBA	579	555	0.96	0.04	0.48	YES	-24	576
			SBD	924	1,155	1.25	0.25	0.38	YES	231	53,361
			EBA								
			EBD								
			WBA	837	534	0.64	0.36	0.41	YES	-303	91,809
			WBD	273	0	0.00	1.00	0.58	NO	-273	74,529
	La Cienega Bl and I-405 SB Ramps S/O Century	Caltrans / Inglewood / LA	NBA	616	931	1.51	0.51	0.48	NO	315	99,225
			NBD	606	769	1.27	0.27	0.48	YES	163	26,569
			SBA	1,103	1,058	0.96	0.04	0.36	YES	-45	2,025
			SBD	742	910	1.23	0.23	0.44	YES	168	28,224
			EBA								
			EBD								
			WBA								
			WBD	526	312	0.59	0.41	0.48	YES	-214	45,796

#	Location	Jurisdiction	Leg	AM Peak Hour							
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	La Cienega Bl and I-405 SB Ramps N/O Imperial	Caltrans / LA County / LA	NBA	815	1,142	1.40	0.40	0.41	YES	327	106,929
			NBD	659	395	0.60	0.40	0.44	YES	-264	69,696
			SBA	515	786	1.53	0.53	0.48	NO	271	73,441
			SBD	779	1,124	1.44	0.44	0.41	NO	345	119,025
			EBA								
			EBD								
			WBA	278	0	0.00	1.00	0.58	NO	-278	77,284
	La Tijera Blvd and Lincoln Blvd	Caltrans / LA	NBA	1,358	1,622	1.19	0.19	0.33	YES	264	69,696
			NBD	1,284	905	0.70	0.30	0.33	YES	-379	143,641
			SBA	1,279	905	0.71	0.29	0.33	YES	-374	139,876
			SBD	1,342	1,622	1.21	0.21	0.33	YES	280	78,400
			EBA								
			EBD								
			WBA								
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBA	489	325	0.66	0.34	0.52	YES	-164	26,896
			NBD	486	675	1.39	0.39	0.52	YES	189	35,721
			SBA	634	729	1.15	0.15	0.44	YES	95	9,025
			SBD	529	347	0.66	0.34	0.48	YES	-182	33,124
			EBA	681	510	0.75	0.25	0.44	YES	-171	29,241
			EBD	1,370	865	0.63	0.37	0.33	NO	-505	255,025
			WBA	1,233	762	0.62	0.38	0.34	NO	-471	221,841
	La Tijera Blvd and Sepulveda Blvd	LA	NBA	652	453	0.69	0.31	0.44	YES	-199	39,601
			NBD	1,560	1,949	1.25	0.25	0.30	YES	389	151,321
			SBA	1,358	1,707	1.26	0.26	0.33	YES	349	121,801
			SBD	1,180	1,331	1.13	0.13	0.34	YES	151	22,801
			EBD	1,440	1,729	1.20	0.20	0.31	YES	289	83,521
			EBA	433	0	0.00	1.00	0.52	NO	-433	187,489
			EBD	341	252	0.74	0.26	0.58	YES	-89	7,921
	La Tijera Blvd and I-405 NB Ramps	Caltrans / LA	NBA	425	598	1.41	0.41	0.52	YES	173	29,929
			NBD	459	195	0.42	0.58	0.52	NO	-264	69,696
			SBA								
			SBD								
			EBA	1,303	1,368	1.05	0.05	0.33	YES	65	4,225
			EBD	1,283	1,677	1.31	0.31	0.33	YES	394	155,236
			WBA	1,260	1,858	1.47	0.47	0.33	NO	598	357,604
	La Tijera Blvd and I-405 SB Ramps	Caltrans / LA	NBA	1,172	1,505	1.28	0.28	0.34	YES	333	110,889
			NBD	279				0.58			
			SBA								
			SBD	778				0.41			
			EBA	1,467	1,397	0.95	0.05	0.31	YES	-70	4,900
			EBD	1,117	1,862	1.67	0.67	0.36	NO	745	555,025
			WBA	1,344	1,677	1.25	0.25	0.33	YES	333	110,889
	Lincoln Blvd and LMU Dr	Caltrans / LA	NBA	1,195	1,368	1.14	0.14	0.34	YES	173	29,929
			NBD	2,001	2,533	1.27	0.27	0.28	YES	532	283,024
			SBA	1,167	1,141	0.98	0.02	0.34	YES	-26	676
			SBD	1,293	1,224	0.95	0.05	0.33	YES	-69	4,761
			EBA	1,847	2,724	1.47	0.47	0.29	NO	877	769,129
			EBD								
			WBA								
			387				0.52				

#	Location	Jurisdiction	Leg	AM Peak Hour						
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count
Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	1,319	1,703	1.29	0.29	0.33	YES	384	147,456
		NBD	1,368	912	0.67	0.33	0.33	NO	-456	207,936
		SBA	1,347	1,128	0.84	0.16	0.33	YES	-219	47,961
		SBD	1,576	2,355	1.49	0.49	0.30	NO	779	606,841
		EBA	470	688	1.46	0.46	0.52	YES	218	47,524
		EBD	350	296	0.85	0.15	0.58	YES	-54	2,916
		WBA	698	651	0.93	0.07	0.44	YES	-47	2,209
		WBD	540	606	1.12	0.12	0.48	YES	66	4,356
		Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	NBA	2,545	2,406	0.95	0.05	0.26	YES
NBD	1,977			1,844	0.93	0.07	0.28	YES	-133	17,689
SBA	1,806			1,817	1.01	0.01	0.29	YES	11	121
SBD	2,488			2,321	0.93	0.07	0.26	YES	-167	27,889
EBA	331			0	0.00	1.00	0.58	NO	-331	109,561
EBD	276			0	0.00	1.00	0.58	NO	-276	76,176
WBA	523			154	0.29	0.71	0.48	NO	-369	136,161
WBD	464			214	0.46	0.54	0.52	NO	-250	62,500
Lincoln Blvd and Mindanao Way	Caltrans / LA			NBA	1,783	1,446	0.81	0.19	0.29	YES
		NBD	1,350	1,060	0.79	0.21	0.33	YES	-290	84,100
		SBA	1,223	880	0.72	0.28	0.34	YES	-343	117,649
		SBD	1,541	1,326	0.86	0.14	0.30	YES	-215	46,225
		EBA	455	379	0.83	0.17	0.52	YES	-76	5,776
		EBD	599	525	0.88	0.12	0.48	YES	-74	5,476
		WBA	787	630	0.80	0.20	0.41	YES	-157	24,649
		WBD	758	412	0.54	0.46	0.41	NO	-346	119,716
		Lincoln Blvd (E/W) and Sepulveda Blvd (N/S)	Caltrans / LA	NBA	3,224	3,688	1.14	0.14	0.24	YES
NBD	2,459			2,399	0.98	0.02	0.26	YES	-60	3,600
SBA	1,394			1,557	1.12	0.12	0.31	YES	163	26,569
SBD	1,681			2,218	1.32	0.32	0.29	NO	537	288,369
EBA	1,069			905	0.85	0.15	0.36	YES	-164	26,896
EBD	1,164			1,346	1.16	0.16	0.34	YES	182	33,124
WBA										
WBD	386						0.52			
Lincoln Blvd and Venice Blvd	Caltrans / LA			NBA	1,924	1,706	0.89	0.11	0.28	YES
		NBD	1,650	1,434	0.87	0.13	0.29	YES	-216	46,656
		SBA	1,454	1,279	0.88	0.12	0.31	YES	-175	30,625
		SBD	2,008	1,845	0.92	0.08	0.28	YES	-163	26,569
		EBA	1,023	856	0.84	0.16	0.36	YES	-167	27,889
		EBD	715	1,097	1.53	0.53	0.44	NO	382	145,924
		WBA	1,065	1,410	1.32	0.32	0.36	YES	345	119,025
		WBD	1,093	994	0.91	0.09	0.36	YES	-99	9,801
		Lincoln Blvd and Washington Blvd	Caltrans / LA	NBA	2,141	2,269	1.06	0.06	0.27	YES
NBD	1,853			1,816	0.98	0.02	0.29	YES	-37	1,369
SBA	1,873			1,510	0.81	0.19	0.29	YES	-363	131,769
SBD	1,978			1,772	0.90	0.10	0.28	YES	-206	42,436
EBA	1,019			1,043	1.02	0.02	0.36	YES	24	576
EBD	1,175			1,325	1.13	0.13	0.34	YES	150	22,500
WBA	1,026			977	0.95	0.05	0.36	YES	-49	2,401
WBD	1,053			886	0.84	0.16	0.36	YES	-167	27,889
Lincoln Blvd and 83rd St	Caltrans / LA			NBA	1,710	2,349	1.37	0.37	0.29	NO
		NBD	1,517	1,128	0.74	0.26	0.30	YES	-389	151,321
		SBA	1,312	1,141	0.87	0.13	0.33	YES	-171	29,241
		SBD	1,932	2,533	1.31	0.31	0.28	NO	601	361,201
		EBA	445				0.52			
		EBD								
		WBA	258	238	0.92	0.08	0.58	YES	-20	400
		WBD								

#	Location	Jurisdiction	Leg	AM Peak Hour						
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count
Lincoln Blvd and SR-90	Caltrans / LA County	NBA	1,675	1,634	0.98	0.02	0.29	YES	-41	1,681
		NBD	1,357	1,246	0.92	0.08	0.33	YES	-111	12,321
		SBA	1,903	1,844	0.97	0.03	0.28	YES	-59	3,481
		SBD	2,076	2,406	1.16	0.16	0.28	YES	330	108,900
		EBA								
		EBD								
		WBA	750	1,047	1.40	0.40	0.41	YES	297	88,209
Manchester Ave and Pershing Dr	LA	WBD	895	890	0.99	0.01	0.38	YES	-5	25
		NBA	1,023	837	0.82	0.18	0.36	YES	-186	34,596
		NBD	326	631	1.94	0.94	0.58	NO	305	93,025
		SBA	285	659	2.31	1.31	0.58	NO	374	139,876
		SBD	1,259	656	0.52	0.48	0.33	NO	-603	363,609
		EBA								
		EBD								
Manchester Ave and Sepulveda Blvd	LA	WBA	501	202	0.40	0.60	0.48	NO	-299	89,401
		WBD								
		NBA	1,539	1,729	1.12	0.12	0.30	YES	190	36,100
		NBD	1,116	1,331	1.19	0.19	0.36	YES	215	46,225
		SBA	1,204	1,323	1.10	0.10	0.34	YES	119	14,161
		SBD	1,883	1,705	0.91	0.09	0.28	YES	-178	31,684
		EBA	719	626	0.87	0.13	0.44	YES	-93	8,649
Manchester Ave and I-405 Ramps	Caltrans / Inglewood	EBD	1,072	979	0.91	0.09	0.36	YES	-93	8,649
		WBA	1,315	837	0.64	0.36	0.33	NO	-478	228,484
		WBD	706	495	0.70	0.30	0.44	YES	-211	44,521
		NBA	1,217	265	0.22	0.78	0.34	NO	-952	906,304
		NBD	287	189	0.66	0.34	0.58	YES	-98	9,604
		SBA								
		SBD								
Mariposa Ave and Nash St	El Segundo	EBA	830	1,014	1.22	0.22	0.41	YES	184	33,856
		EBD	2,893	906	0.31	0.69	0.24	NO	-1,987	3,948,169
		WBA	1,807	1,279	0.71	0.29	0.29	NO	-528	278,784
		WBD	693	761	1.10	0.10	0.44	YES	68	4,624
		NBA								
		NBD	759	668	0.88	0.12	0.41	YES	-91	8,281
		SBA	1,044	858	0.82	0.18	0.36	YES	-186	34,596
Mariposa Ave and Sepulveda Blvd	El Segundo/Caltrans	SBD								
		EBA								
		EBD	569	448	0.79	0.21	0.48	YES	-121	14,641
		WBA	257	254	0.99	0.01	0.58	YES	-3	9
		WBD								
		NBA	2,359	2,142	0.91	0.09	0.27	YES	-217	47,089
		NBD	1,827	1,666	0.91	0.09	0.29	YES	-161	25,921
Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBA	2,151	1,696	0.79	0.21	0.27	YES	-455	207,025
		SBD	2,327	2,186	0.94	0.06	0.27	YES	-141	19,881
		EBA	270	199	0.74	0.26	0.58	YES	-71	5,041
		EBD								
		WBA								
		WBD	606	220	0.36	0.64	0.48	NO	-386	148,996
		NBA	746	817	1.10	0.10	0.44	YES	71	5,041
		NBD	384	427	1.11	0.11	0.52	YES	43	1,849
		SBA	675	738	1.09	0.09	0.44	YES	63	3,969
		SBD	847	1,074	1.27	0.27	0.41	YES	227	51,529
		EBA								
		EBD								
		WBA	522	827	1.58	0.58	0.48	NO	305	93,025
		WBD	763	765	1.00	0.00	0.41	YES	2	4

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Ocean Ave / Via Marina and Washington Blvd	LA / LA County	NBA	1,004	451	0.45	0.55	0.36	NO	-553	305,809
			NBD	454	630	1.39	0.39	0.52	YES	176	30,976
			SBA								
			SBD	436				0.52			
			EBA	761	458	0.60	0.40	0.41	YES	-303	91,809
			EBD	771	479	0.62	0.38	0.41	YES	-292	85,264
			WBA	553	527	0.95	0.05	0.48	YES	-26	676
			WBD	835	321	0.38	0.62	0.41	NO	-514	264,196
	Overhill Drive and Stlauson Ave	LA County	NBA	413	530	1.28	0.28	0.52	YES	117	13,689
			NBD								
			SBA	302	294	0.97	0.03	0.58	YES	-8	64
			SBD	507	435	0.86	0.14	0.48	YES	-72	5,184
			EBA	770	719	0.93	0.07	0.41	YES	-51	2,601
			EBD	1,724	1,664	0.97	0.03	0.29	YES	-60	3,600
			WBA	1,847	1,719	0.93	0.07	0.29	YES	-128	16,384
			WBD	894	907	1.01	0.01	0.38	YES	13	169
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	1,289	812	0.63	0.37	0.33	NO	-477	227,529
			NBD	805	908	1.13	0.13	0.41	YES	103	10,609
			SBA	634	756	1.19	0.19	0.44	YES	122	14,884
			SBD	1,420	833	0.59	0.41	0.31	NO	-587	344,569
			EBA	1,586	1,677	1.06	0.06	0.30	YES	91	8,281
			EBD	1,707	1,712	1.00	0.00	0.29	YES	5	25
			WBA	1,941	1,893	0.98	0.02	0.28	YES	-48	2,304
			WBD	1,518	1,640	1.08	0.08	0.30	YES	122	14,884
	Palawan Way and Washington Blvd	LA / LA County	NBA								
			NBD								
			SBA								
			SBD								
			EBA	824	321	0.39	0.61	0.41	NO	-503	253,009
			EBD	481	527	1.10	0.10	0.52	YES	46	2,116
			WBA	594	759	1.28	0.28	0.48	YES	165	27,225
			WBD	963	636	0.66	0.34	0.38	YES	-327	106,929
	Pershing Dr and Westchester Pkwy	LA	NBA	1,105	978	0.89	0.11	0.36	YES	-127	16,129
			NBD	536	766	1.43	0.43	0.48	YES	230	52,900
			SBA	457	681	1.49	0.49	0.52	YES	224	50,176
			SBD	954	931	0.98	0.02	0.38	YES	-23	529
			EBA								
			EBD								
			WBA								
			WBD								
	Prairie Ave and I-105 Off Ramp at 112th St	Caltrans / Inglewood	NBA	798	944	1.18	0.18	0.41	YES	146	21,316
			NBD	1,396	1,494	1.07	0.07	0.31	YES	98	9,604
			SBA	1,178	1,194	1.01	0.01	0.34	YES	16	256
			SBD	1,208	1,793	1.48	0.48	0.34	NO	585	342,225
			EBA	612	1,080	1.76	0.76	0.48	NO	468	219,024
			EBD								
			WBA								
			WBD								
	Rosecrans Ave and Sepulveda Blvd	El Segundo / Manhattan Beach / Caltran	NBA	3,174	3,551	1.12	0.12	0.24	YES	377	142,129
			NBD	1,435	1,041	0.73	0.27	0.31	YES	-394	155,236
			SBA	1,396	880	0.63	0.37	0.31	NO	-516	266,256
			SBD	3,042	3,346	1.10	0.10	0.24	YES	304	92,416
			EBA	950	871	0.92	0.08	0.38	YES	-79	6,241
			EBD	639	874	1.37	0.37	0.44	YES	235	55,225
			WBA	795	859	1.08	0.08	0.41	YES	64	4,096
			WBD	1,199	903	0.75	0.25	0.34	YES	-296	87,616

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Sawtelle Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	2,254	1,605	0.71	0.29	0.27	NO	-649	421,201
			NBD	1,245	955	0.77	0.23	0.34	YES	-290	84,100
			SBA	1,186	1,105	0.93	0.07	0.34	YES	-81	6,561
			SBD	2,223	1,742	0.78	0.22	0.27	YES	-481	231,361
			EBA	270	254	0.94	0.06	0.58	YES	-16	256
			EBD	259	200	0.77	0.23	0.58	YES	-59	3,481
			WBA								
			WBD								
	Sawtelle Blvd and Venice Blvd	Culver City / LA (LA Maintained)	NBA	968	1,074	1.11	0.11	0.38	YES	106	11,236
			NBD	784	738	0.94	0.06	0.41	YES	-46	2,116
			SBA	482	384	0.80	0.20	0.52	YES	-98	9,604
			SBD	992	1,126	1.14	0.14	0.38	YES	134	17,956
			EBA	1,771	1,668	0.94	0.06	0.29	YES	-103	10,609
			EBD	1,244	1,391	1.12	0.12	0.34	YES	147	21,609
			WBA	1,697	2,289	1.35	0.35	0.29	NO	592	350,464
			WBD	1,898	2,112	1.11	0.11	0.28	YES	214	45,796
			NBA	360	848	2.36	1.36	0.58	NO	488	238,144
				Sawtelle Blvd and Washington Blvd	Culver City	NBD					
SBA											
SBD	456	673				1.48	0.48	0.52	YES	217	47,089
EBA	1,086	912				0.84	0.16	0.36	YES	-174	30,276
EBD	583	750				1.29	0.29	0.48	YES	167	27,889
WBA	543	626				1.15	0.15	0.48	YES	83	6,889
WBD	965	738				0.76	0.24	0.38	YES	-227	51,529
NBA	456	810				1.78	0.78	0.52	NO	354	125,316
NBD											
	Sawtelle Blvd and Washington Pl	Culver City				SBA	327	427	1.31	0.31	0.58
			SBD	707	817	1.16	0.16	0.44	YES	110	12,100
			EBA	760	524	0.69	0.31	0.41	YES	-236	55,696
			EBD	478	471	0.99	0.01	0.52	YES	-7	49
			WBA	532	516	0.97	0.03	0.48	YES	-16	256
			WBD	748	791	1.06	0.06	0.44	YES	43	1,849
			NBA	1,889	2,758	1.46	0.46	0.28	NO	869	755,161
			NBD	738	1,488	2.02	1.02	0.44	NO	750	562,500
			SBA	758	989	1.30	0.30	0.41	YES	231	53,361
			SBD	1,790	1,775	0.99	0.01	0.29	YES	-15	225
	Sepulveda Blvd and Slauson Avenue	Culver City	EBA								
			EBD	504	978	1.94	0.94	0.48	NO	474	224,676
			WBA	591	313	0.53	0.47	0.48	YES	-278	77,284
			WBD	384	428	1.11	0.11	0.52	YES	44	1,936
			NBA	1,384	1,365	0.99	0.01	0.31	YES	-19	361
			NBD	906	974	1.08	0.08	0.38	YES	68	4,624
			SBA	479	690	1.44	0.44	0.52	YES	211	44,521
			SBD	1,527	1,018	0.67	0.33	0.30	NO	-509	259,081
			EBA	1,923	2,112	1.10	0.10	0.28	YES	189	35,721
			EBD	1,701	2,289	1.35	0.35	0.29	NO	588	345,744
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	WBA	1,867	1,718	0.92	0.08	0.29	YES	-149	22,201
			WBD	1,519	1,652	1.09	0.09	0.30	YES	133	17,689
			NBA	753	643	0.85	0.15	0.41	YES	-110	12,100
			NBD	287	490	1.71	0.71	0.58	NO	203	41,209
			SBA	317	565	1.78	0.78	0.58	NO	248	61,504
			SBD	1,053	837	0.79	0.21	0.36	YES	-216	46,656
			EBA	973	738	0.76	0.24	0.38	YES	-235	55,225
			EBD	541	626	1.16	0.16	0.48	YES	85	7,225
			WBA	527	581	1.10	0.10	0.48	YES	54	2,916
			WBD	689	573	0.83	0.17	0.44	YES	-116	13,456

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Sepulveda Blvd and Washington Pl	Culver City	NBA	1,023	837	0.82	0.18	0.36	YES	-186	34,596
			NBD	346	565	1.63	0.63	0.58	NO	219	47,961
			SBA	480	681	1.42	0.42	0.52	YES	201	40,401
			SBD	1,405	1,057	0.75	0.25	0.31	YES	-348	121,104
			EBA	765	791	1.03	0.03	0.41	YES	26	676
			EBD	590	516	0.87	0.13	0.48	YES	-74	5,476
			WBA	673				0.44			
			WBD	600				0.48			
	Sepulveda Bl and I-405 NB Ramps S/O Venice	Caltrans / Culver City	NBA	1,609	1,057	0.66	0.34	0.30	NO	-552	304,704
			NBD	427	681	1.59	0.59	0.52	NO	254	64,516
			SBA	848	974	1.15	0.15	0.41	YES	126	15,876
			SBD	1,316	1,365	1.04	0.04	0.33	YES	49	2,401
			EBA	475	883	1.86	0.86	0.52	NO	408	166,464
			EBD	1,189	870	0.73	0.27	0.34	YES	-319	101,761
			WBA								
			WBD								
	Sepulveda Blvd and Westchester Pkwy	LA	NBA	1,630	1,872	1.15	0.15	0.29	YES	242	58,564
			NBD	1,296	1,587	1.22	0.22	0.33	YES	291	84,681
			SBA	1,258	1,476	1.17	0.17	0.33	YES	218	47,524
			SBD	1,545	1,854	1.20	0.20	0.30	YES	309	95,481
			EBA	252	192	0.76	0.24	0.58	YES	-60	3,600
			EBD	443	731	1.65	0.65	0.52	NO	288	82,944
			WBA	461	740	1.61	0.61	0.52	NO	279	77,841
			WBD	317	120	0.38	0.62	0.58	NO	-197	38,809
	Sepulveda Blvd and 76th/77th Street	LA	NBA	1,980	2,092	1.06	0.06	0.28	YES	112	12,544
			NBD	1,258	1,507	1.20	0.20	0.33	YES	249	62,001
			SBA	1,342	1,637	1.22	0.22	0.33	YES	295	87,025
			SBD	2,762	2,412	0.87	0.13	0.25	YES	-350	122,500
			EBA	677	348	0.51	0.49	0.44	NO	-329	108,241
			EBD								
			WBA	329	311	0.95	0.05	0.58	YES	-18	324
			WBD								
	Sepulveda Blvd and 79th S/80th St	LA	NBA	1,971	1,726	0.88	0.12	0.28	YES	-245	60,025
			NBD	1,087	1,346	1.24	0.24	0.36	YES	259	67,081
			SBA	1,141	1,511	1.32	0.32	0.34	YES	370	136,900
			SBD	2,117	2,092	0.99	0.01	0.28	YES	-25	625
			EBA	296	220	0.74	0.26	0.58	YES	-76	5,776
			EBD	376	184	0.49	0.51	0.52	YES	-192	36,864
			WBA	298	320	1.07	0.07	0.58	YES	22	484
			WBD								
	Sepulveda Blvd and 83rd St	LA	NBA	1,824	1,705	0.93	0.07	0.29	YES	-119	14,161
			NBD	1,123	1,323	1.18	0.18	0.36	YES	200	40,000
			SBA	1,144	1,346	1.18	0.18	0.34	YES	202	40,804
			SBD	1,892	1,726	0.91	0.09	0.28	YES	-166	27,556
			EBA								
			EBD								
			WBA								
			WBD								
	Sepulveda Blvd and I-105 WB Ramp N/O Imperial	Caltrans/LA	NBA	2,127	2,373	1.12	0.12	0.27	YES	246	60,516
			NBD	2,656	2,504	0.94	0.06	0.25	YES	-152	23,104
			SBA	2,688	2,905	1.08	0.08	0.25	YES	217	47,089
			SBD	4,115	4,484	1.09	0.09	0.22	YES	369	136,161
			EBA	1,271	995	0.78	0.22	0.33	YES	-276	76,176
			EBD	1,303	783	0.60	0.40	0.33	NO	-520	270,400
			WBA	1,988	1,534	0.77	0.23	0.28	YES	-454	206,116
			WBD								

#	Location	Jurisdiction	Leg	AM Peak Hour						
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count
Slauson Avenue and SR-90 On/Off Ramps	Caltrans / Culver City	NBA	963	778	0.81	0.19	0.38	YES	-185	34,225
		NBD	1,877	1,445	0.77	0.23	0.28	YES	-432	186,624
		SBA								
		SBD								
		EBA	549	758	1.38	0.38	0.48	YES	209	43,681
		EBD	851	689	0.81	0.19	0.41	YES	-162	26,244
		WBA	2,301	1,924	0.84	0.16	0.27	YES	-377	142,129
		WBD	1,088	1,308	1.20	0.20	0.36	YES	220	48,400
		96th Street and Airport Blvd	LA	NBA	861	1,291	1.50	0.50	0.41	NO
NBD	790			701	0.89	0.11	0.41	YES	-89	7,921
SBA	1,066			829	0.78	0.22	0.36	YES	-237	56,169
SBD	876			1,171	1.34	0.34	0.38	YES	295	87,025
EBA										
EBD	425			500	1.18	0.18	0.52	YES	75	5,625
WBA										
WBD										
96th Street and Jenny Avenue	LA			NBA						
		NBD								
		SBA								
		SBD								
		EBA								
		EBD	593	209	0.35	0.65	0.48	NO	-384	147,456
		WBA	453	434	0.96	0.04	0.52	YES	-19	361
		WBD								
		96th Street and Vicksburg Avenue	LA	NBA						
NBD										
SBA										
SBD										
EBA										
EBD	458			197	0.43	0.57	0.52	NO	-261	68,121
EBA	256			77	0.30	0.70	0.58	NO	-179	32,041
EBD	282			218	0.77	0.23	0.58	YES	-64	4,096
WBA	593			213	0.36	0.64	0.48	NO	-380	144,400
98th Street and Airport Blvd	LA	WBD	273	377	1.38	0.38	0.58	YES	104	10,816
		NBA	882	1,235	1.40	0.40	0.38	NO	353	124,609
		NBD	550	622	1.13	0.13	0.48	YES	72	5,184
		SBA	811	737	0.91	0.09	0.41	YES	-74	5,476
		SBD	839	1,323	1.58	0.58	0.41	NO	484	234,256
		EBA								
		EBD	342	130	0.38	0.62	0.58	NO	-212	44,944
		WBA								
		WBD								
Jenny Avenue and Westchester Pkwy	LA	NBA								
		NBD								
		SBA								
		SBD								
		EBA	455	156	0.34	0.66	0.52	NO	-299	89,401
		EBD	647	838	1.30	0.30	0.44	YES	191	36,481
		WBA	729	527	0.72	0.28	0.44	YES	-202	40,804
		WBD	476	158	0.33	0.67	0.52	NO	-318	101,124
		NBA	305	432	1.42	0.42	0.58	YES	127	16,129
Sepulveda Eastway and Westchester Pkwy	LA	NBD								
		SBA								
		SBD	360	406	1.13	0.13	0.58	YES	46	2,116
		EBA	287	120	0.42	0.58	0.58	NO	-167	27,889
		EBD	541	740	1.37	0.37	0.48	YES	199	39,601
		WBA	644	681	1.06	0.06	0.44	YES	37	1,369
		WBD	498	215	0.43	0.57	0.52	NO	-283	80,089

#	Location	Jurisdiction	Leg	AM Peak Hour										
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared			
	Century Boulevard and Crenshaw Boulevard	Inglewood	NBA	1,039	880	0.85	0.15	0.36	YES	-159	25,281			
			NBD	963	817	0.85	0.15	0.38	YES	-146	21,316			
			SBA	976	984	1.01	0.01	0.38	YES	8	64			
			SBD	985	1,291	1.31	0.31	0.38	YES	306	93,636			
			EBA	632	578	0.91	0.09	0.44	YES	-54	2,916			
			EBD	1,105	926	0.84	0.16	0.36	YES	-179	32,041			
			WBA	1,004	1,515	1.51	0.51	0.36	NO	511	261,121			
			WBD	598	805	1.35	0.35	0.48	YES	207	42,849			
				Fairview Boulevard and La Cienega Boulevard	LA County / Inglewood	NBA	3,117				0.24			
NBD	3,111							0.24						
SBA	2,816							0.25						
SBD	3,232							0.24						
EBA														
EBD														
WBA	513							0.48						
WBD														
	Imperial Highway and Crenshaw Boulevard	Inglewood	NBA	883	898	1.02	0.02	0.38	YES	15	225			
			NBD	1,068	1,040	0.97	0.03	0.36	YES	-28	784			
			SBA	1,005	830	0.83	0.17	0.36	YES	-175	30,625			
			SBD	919	868	0.94	0.06	0.38	YES	-51	2,601			
			EBA	462	305	0.66	0.34	0.52	YES	-157	24,649			
			EBD	1,004	749	0.75	0.25	0.36	YES	-255	65,025			
			WBA	1,110	868	0.78	0.22	0.36	YES	-242	58,564			
			WBD	469	345	0.74	0.26	0.52	YES	-124	15,376			
				Braddock Drive and Sepulveda Boulevard	Culver City	NBA	887	911	1.03	0.03	0.38	YES	24	576
NBD	314	693				2.21	1.21	0.58	NO	379	143,641			
SBA	284	855				3.01	2.01	0.58	NO	571	326,041			
SBD	650	1,040				1.60	0.60	0.44	NO	390	152,100			
EBA														
EBD														
WBA														
WBD	319							0.58						
NBA	307							0.58						
	Buckingham Parkway and Slauson Avenue	Culver City	NBD	612				0.48						
			SBA											
			SBD	261				0.58						
			EBA	1,174				0.34						
			EBD	2,665				0.25						
			WBA	3,234				0.24						
			WBD	1,224				0.34						
				Duquesne Avenue and Washington Boulevard	Culver City	NBA	362	319	0.88	0.12	0.58	YES	-43	1,849
						NBD	436	207	0.47	0.53	0.52	NO	-229	52,441
SBA														
SBD	267							0.58						
EBA	928	638				0.69	0.31	0.38	YES	-290	84,100			
EBD	863	773				0.90	0.10	0.41	YES	-90	8,100			
WBA	785	510				0.65	0.35	0.41	YES	-275	75,625			
WBD	745	492				0.66	0.34	0.44	YES	-253	64,009			
	Kelmore / Ranch Lane and Overland Avenue	Culver City				NBA	921				0.38			
			NBD	708				0.44						
			SBA	652				0.44						
			SBD	928				0.38						
			EBA											
			EBD											
			WBA											
			WBD											

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	Overland Avenue and Sawtelle Boulevard	Culver City	NBA	892	963	1.08	0.08	0.38	YES	71	5,041
			NBD	625	900	1.44	0.44	0.44	YES	275	75,625
			SBA	654	963	1.47	0.47	0.44	NO	309	95,481
			SBD	874	1,067	1.22	0.22	0.41	YES	193	37,249
			EBA								
			EBD								
			WBA								
	Overland Avenue and Washington Boulevard	Culver City	NBA	1,345	972	0.72	0.28	0.33	YES	-373	139,129
			NBD	882	746	0.85	0.15	0.38	YES	-136	18,496
			SBA	799	908	1.14	0.14	0.41	YES	109	11,881
			SBD	1,266	812	0.64	0.36	0.33	NO	-454	206,116
			EBA	794	824	1.04	0.04	0.41	YES	30	900
			EBD	790	1,175	1.49	0.49	0.41	NO	385	148,225
			WBA	904	900	1.00	0.00	0.38	YES	-4	16
	Walgrove Avenue and Washington Boulevard	Culver City	NBA								
			NBD								
			SBA								
			SBD	358	271	0.76	0.24	0.58	YES	-87	7,569
			EBA	1,065	1,018	0.96	0.04	0.36	YES	-47	2,209
			EBD	957	1,257	1.31	0.31	0.38	YES	300	90,000
			WBA	966	983	1.02	0.02	0.38	YES	17	289
	La Cienega Bl and 104th Street	Inglewood / LA	NBA	858	983	1.15	0.15	0.41	YES	125	15,625
			NBD	554	658	1.19	0.19	0.48	YES	104	10,816
			SBA	593	769	1.30	0.30	0.48	YES	176	30,976
			SBD	635	931	1.47	0.47	0.44	NO	296	87,616
			EBA								
			EBD	297	196	0.66	0.34	0.58	YES	-101	10,201
			WBA								
	Vista Del Mar and Waterview Street	LA	NBA	1,124				0.36			
			NBD	436				0.52			
			SBA	435				0.52			
			SBD	1,128				0.34			
			EBA								
			EBD								
			WBA								
	Hindry Avenue and Manchester Boulevard	Inglewood	NBA								
			NBD								
			SBA								
			SBD	395				0.52			
			EBA	620	439	0.71	0.29	0.48	YES	-181	32,761
			EBD	1,057	630	0.60	0.40	0.36	NO	-427	182,329
			WBA	1,116	987	0.88	0.12	0.36	YES	-129	16,641
	SR 90 EB - West of I-405	Caltrans	NBA								
			NBD								
			SBA								
			SBD	3,073	2,044	0.67	0.33	0.24	NO	-1,029	1,058,841
	SR 90 WB - West of I-405	Caltrans	NBA								
			NBD	2,286	2,583	1.13	0.13	0.27	YES	297	88,209
	I-105 EB - East of I-405	Caltrans	NBA								
			NBD								
	I-105 EB - East of Crenshaw	Caltrans	NBA								
			NBD								
	I-105 EB - East of Sepulveda	Caltrans	NBA								
			NBD	1,794	2,193	1.22	0.22	0.29	YES	399	159,201
	I-105 WB - East of I-405	Caltrans	NBA								
			NBD								
	I-105 WB - East of Crenshaw	Caltrans	NBA								
			NBD								
	I-105 WB - East of Sepulveda	Caltrans	NBA								
			NBD								

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	I-405 NB - North of La Tijera	Caltrans	NB	9,562	10,253	1.07	0.07	0.14	YES	691	477,481
	I-405 NB - North of Venice	Caltrans	NB	9,672	9,984	1.03	0.03	0.14	YES	312	97,344
	I-405 NB - South of SR 90	Caltrans	NB	8,771	9,942	1.13	0.13	0.14	YES	1,171	1,371,241
	I-405 NB - South of Rosecrans	Caltrans	NB								
	I-405 SB - North of La Tijera	Caltrans	SB	9,452	7,760	0.82	0.18	0.14	NO	-1,692	2,862,864
	I-405 SB - North of Venice	Caltrans	SB	8,249	7,998	0.97	0.03	0.15	YES	-251	63,001
	I-405 SB - South of SR 90	Caltrans	SB	7,762	8,193	1.06	0.06	0.15	YES	431	185,761
	I-405 SB - South of Rosecrans	Caltrans	SB								
	I-405 NB Off-Ramp to SR 90	Caltrans	NB	1,046	1,614	1.54	0.54	0.36	NO	568	322,624
	I-405 NB Off-Ramp to SR 105	Caltrans	NB	2,560	2,902	1.13	0.13	0.26	YES	342	116,964
	I-405 NB Off-Ramp to Braddock	Caltrans	NB	200	538	2.69	1.69	0.63	NO	338	114,244
	I-405 NB Off-Ramp to Century	Caltrans	NB								
	I-405 NB Off-Ramp to EB Rosecrans	Caltrans	NB	737	889	1.21	0.21	0.44	YES	152	23,104
	I-405 NB Off-Ramp to El Segundo	Caltrans	NB	1,169	662	0.57	0.43	0.34	NO	-507	257,049
	I-405 NB Off-Ramp to Hughes	Caltrans	NB	265	87	0.33	0.67	0.58	NO	-178	31,684
	I-405 NB Off-Ramp to Imperial	Caltrans	NB								
	I-405 NB Off-Ramp to Jefferson	Caltrans	NB								
	I-405 NB Off-Ramp to La Cienga	Caltrans	NB	2,513	541	0.22	0.78	0.26	NO	-1,972	3,888,784
	I-405 NB Off-Ramp to La Tijera	Caltrans	NB								
	I-405 NB Off-Ramp to Manchester	Caltrans	NB								
	I-405 NB Off-Ramp to Sepulveda	Caltrans	NB	281	578	2.06	1.06	0.58	NO	297	88,209
	I-405 NB Off-Ramp to Venice/Washington	Caltrans	NB	302	883	2.92	1.92	0.58	NO	581	337,561
	I-405 NB On-Ramp from EB SR 90	Caltrans	NB	1,098	425	0.39	0.61	0.36	NO	-673	452,929
	I-405 NB On-Ramp from Century	Caltrans	NB								
	I-405 NB On-Ramp from Culver	Caltrans	NB	752	505	0.67	0.33	0.41	YES	-247	61,009
	I-405 NB On-Ramp from EB SR 105	Caltrans	NB	349	215	0.62	0.38	0.58	YES	-134	17,956
	I-405 NB On-Ramp from El Segundo	Caltrans	NB								
	I-405 NB On-Ramp from EB Roecrans	Caltrans	NB	759	572	0.75	0.25	0.41	YES	-187	34,969
	I-405 NB On-Ramp from Hughes	Caltrans	NB	992	265	0.27	0.73	0.38	NO	-727	528,529
	I-405 NB On-Ramp from Jefferson	Caltrans	NB								
	I-405 NB On-Ramp from La Tijera	Caltrans	NB								
	I-405 NB On-Ramp from Manchester	Caltrans	NB								
	I-405 NB On-Ramp from Sawtelle	Caltrans	NB	463	243	0.52	0.48	0.52	YES	-220	48,400
	I-405 NB On-Ramp from Venice/Washington	Caltrans	NB	873	870	1.00	0.00	0.41	YES	-3	9
	I-405 NB On-Ramp from WB SR 105	Caltrans	NB	2,214	3,533	1.60	0.60	0.27	NO	1,319	1,739,761
	I-405 NB On-Ramp from WB Rosecrans	Caltrans	NB	823	536	0.65	0.35	0.41	YES	-287	82,369
	I-405 SB Off-Ramp to SR 90	Caltrans	SB	1,572	771	0.49	0.51	0.30	NO	-801	641,601
	I-405 SB Off-Ramp to SR 105	Caltrans	SB	3,347	2,948	0.88	0.12	0.24	YES	-399	159,201
	I-405 SB Off-Ramp to Century	Caltrans	SB	1,633	534	0.33	0.67	0.29	NO	-1,099	1,207,801
	I-405 SB Off-Ramp to Culver	Caltrans	SB	475	512	1.08	0.08	0.52	YES	37	1,369
	I-405 SB Off-Ramp to EB Rosecrans	Caltrans	SB	599	420	0.70	0.30	0.48	YES	-179	32,041
	I-405 SB Off-Ramp to El Segundo	Caltrans	SB	844	523	0.62	0.38	0.41	YES	-321	103,041
	I-405 SB Off-Ramp to Hughes	Caltrans	SB	805	731	0.91	0.09	0.41	YES	-74	5,476
	I-405 SB Off-Ramp to Jefferson	Caltrans	SB								
	I-405 SB Off-Ramp to La Tijera	Caltrans	SB								
	I-405 SB Off-Ramp to Manchester	Caltrans	SB	731	806	1.10	0.10	0.44	YES	75	5,625
	I-405 SB Off-Ramp to Venice/Washington	Caltrans	SB	417	827	1.98	0.98	0.52	NO	410	168,100
	I-405 SB Off-Ramp to WB Rosecrans	Caltrans	SB	899	656	0.73	0.27	0.38	YES	-243	59,049
	I-405 SB On-Ramp from SR 90	Caltrans	SB	1,370	1,260	0.92	0.08	0.33	YES	-110	12,100
	I-405 SB On-Ramp from SR 105	Caltrans	SB	1,373	1,916	1.40	0.40	0.33	NO	543	294,849
	I-405 SB On-Ramp from Braddock	Caltrans	SB	475	441	0.93	0.07	0.52	YES	-34	1,156
	I-405 SB On-Ramp from EB El Segundo	Caltrans	SB	250	121	0.48	0.52	0.58	YES	-129	16,641
	I-405 SB On-Ramp from EB Imperial/La Cienga	Caltrans	SB	58	137	2.36	1.36	0.68	NO	79	6,241
	I-405 SB On-Ramp from WB El Segundo	Caltrans	SB	355	150	0.42	0.58	0.58	NO	-205	42,025
	I-405 SB On-Ramp from Hughes	Caltrans	SB	258	298	1.16	0.16	0.58	YES	40	1,600
	I-405 SB On-Ramp from Jefferson	Caltrans	SB								
	I-405 SB On-Ramp from La Cienga	Caltrans	SB	2,454	950	0.39	0.61	0.26	NO	-1,504	2,262,016
	I-405 SB On-Ramp from La Tijera	Caltrans	SB								
	I-405 SB On-Ramp from Manchester	Caltrans	SB	1,019	402	0.39	0.61	0.36	NO	-617	380,689

#	Location	Jurisdiction	Leg	AM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
	I-405 SB On-Ramp from Rosecrans/Hindry	Caltrans	SB	535	515	0.96	0.04	0.48	YES	-20	400
	I-405 SB On-Ramp from Venice/Washington	Caltrans	SB	822	765	0.93	0.07	0.41	YES	-57	3,249
	I-405 SB On-Ramp from WB Imperial/La Cienga	Caltrans	SB								
			Total	1,091,839	1,056,127						
Duplicate count from intersection counts Count seemed to be inaccurate											
										Model/Count Ratio =	0.97
										Percent Within Caltrans Maximum Deviation =	79% > 75%
										Percent Root Mean Square Error =	33% < 40%
										Correlation Coefficient =	0.93 > 0.88

Existing Model Static Validation Results (AM Peak Hour)
TBIT Model Static Validation Results: Mid-Day Peak Hour Directional Traffic Volumes

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
1	Admiralty Way (N/S) and Bali Way (E/W)	LA County	NBA	790	552	0.70	0.30	0.41	YES	-238	56,644	
			NBD	812	539	0.66	0.34	0.41	YES	-273	74,529	
			SBA	959	973	1.01	0.01	0.38	YES	14	196	
			SBD	946	926	0.98	0.02	0.38	YES	-20	400	
			EBA		473							
			EBD		448							
			WBA	342	263	0.77	0.23	0.58	YES	-79	6,241	
			WBD	325	348	1.07	0.07	0.58	YES	23	529	
2	Admiralty Way (N/S) and Fiji Way (E/W)	LA County	NBA									
			NBD									
			SBA	687	533	0.78	0.22	0.44	YES	-154	23,716	
			SBD	511	388	0.76	0.24	0.48	YES	-123	15,129	
			EBA		153							
			EBD	355	249	0.70	0.30	0.58	YES	-106	11,236	
			WBA	644	637	0.99	0.01	0.44	YES	-7	49	
			WBD	680	686	1.01	0.01	0.44	YES	6	36	
3	Admiralty Way (N/S) and Mindanao Way (E/W)	LA County	NBA	640	388	0.61	0.39	0.44	YES	-252	63,504	
			NBD	849	533	0.63	0.37	0.41	YES	-316	99,856	
			SBA	787	539	0.68	0.32	0.41	YES	-248	61,504	
			SBD	835	552	0.66	0.34	0.41	YES	-283	80,089	
			EBA		422							
			EBD		391							
			WBA	694	621	0.89	0.11	0.44	YES	-73	5,329	
			WBD	420	502	1.20	0.20	0.52	YES	82	6,724	
4	Admiralty Way (E/W) and Palawan Way (N/S)	LA County	NBA		500							
			NBD		544							
			SBA		272							
			SBD		249							
			EBA	625	611	0.98	0.02	0.44	YES	-14	196	
			EBD	833	546	0.66	0.34	0.41	YES	-287	82,369	
			WBA	829	926	1.12	0.12	0.41	YES	97	9,409	
			WBD	689	973	1.41	0.41	0.44	YES	284	80,656	
5	Admiralty Way (E/W) and Via Marina (N/S)	LA County	NBA	789	1,026	1.30	0.30	0.41	YES	237	56,169	
			NBD	704	939	1.33	0.33	0.44	YES	235	55,225	
			SBA	521	555	1.07	0.07	0.48	YES	34	1,156	
			SBD	694	575	0.83	0.17	0.44	YES	-119	14,161	
			EBA	0				0.68				
			EBD	0				0.68				
			WBA	737	546	0.74	0.26	0.44	YES	-191	36,481	
			WBD	649	611	0.94	0.06	0.44	YES	-38	1,444	
6	Airport Bl and Arbor Vitae St / Westchester Pky	LA	NBA	1,006	1,119	1.11	0.11	0.36	YES	113	12,769	
			NBD	892	1,048	1.17	0.17	0.38	YES	156	24,336	
			SBA	757	914	1.21	0.21	0.41	YES	157	24,649	
			SBD	982	1,214	1.24	0.24	0.38	YES	232	53,824	
			EBA	666	991	1.49	0.49	0.44	NO	325	105,625	
			EBD	656	659	1.00	0.00	0.44	YES	3	9	
			WBA	761	545	0.72	0.28	0.41	YES	-216	46,656	
			WBD	660	646	0.98	0.02	0.44	YES	-14	196	
7	Airport Blvd and Century Blvd	LA	NBA									
			NBD									
			SBA	713	805	1.13	0.13	0.44	YES	92	8,464	
			SBD	939	827	0.88	0.12	0.38	YES	-112	12,544	
			EBA	2,004	1,877	0.94	0.06	0.28	YES	-127	16,129	
			EBD	1,929	1,261	0.65	0.35	0.28	NO	-668	446,224	
			WBA	1,955	1,256	0.64	0.36	0.28	NO	-699	488,601	
			WBD	1,796	1,887	1.05	0.05	0.29	YES	91	8,281	

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8	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	NBA	719	979	1.36	0.36	0.44	YES	260	67,600	
8			NBD	635	596	0.94	0.06	0.44	YES	-39	1,521	
8			SBA		152							
8			SBD		330							
8			EBA	551	793	1.44	0.44	0.48	YES	242	58,564	
8			EBD	698	802	1.15	0.15	0.44	YES	104	10,816	
8			WBA	1,192	1,228	1.03	0.03	0.34	YES	36	1,296	
8			WBD	1,218	1,427	1.17	0.17	0.34	YES	209	43,681	
9	Airport Blvd and Manchester Ave	LA	NBA	999	1,133	1.13	0.13	0.38	YES	134	17,956	
9			NBD	752	830	1.10	0.10	0.41	YES	78	6,084	
9			SBA	651	578	0.89	0.11	0.44	YES	-73	5,329	
9			SBD	772	971	1.26	0.26	0.41	YES	199	39,601	
9			EBA	1,119	971	0.87	0.13	0.36	YES	-148	21,904	
9			EBD	951	885	0.93	0.07	0.38	YES	-66	4,356	
9			WBA	1,010	830	0.82	0.18	0.36	YES	-180	32,400	
9			WBD	1,304	885	0.68	0.32	0.33	YES	-419	175,561	
10	Arbor Vitae St and Aviation Blvd	Inglewood / LA	NBA	714	839	1.18	0.18	0.44	YES	125	15,625	
10			NBD	575	533	0.93	0.07	0.48	YES	-42	1,764	
10			SBA	530	549	1.04	0.04	0.48	YES	19	361	
10			SBD	516	811	1.57	0.57	0.48	NO	295	87,025	
10			EBA	604	834	1.38	0.38	0.48	YES	230	52,900	
10			EBD	740	868	1.17	0.17	0.44	YES	128	16,384	
10			WBA	541	341	0.63	0.37	0.48	YES	-200	40,000	
10			WBD	558	352	0.63	0.37	0.48	YES	-206	42,436	
11	Arbor Vitae St and Inglewood Ave	Inglewood	NBA	365	389	1.07	0.07	0.58	YES	24	576	
11			NBD	353	308	0.87	0.13	0.58	YES	-45	2,025	
11			SBA	297	339	1.14	0.14	0.58	YES	42	1,764	
11			SBD		363							
11			EBA	449	312	0.69	0.31	0.52	YES	-137	18,769	
11			EBD	453	341	0.75	0.25	0.52	YES	-112	12,544	
11			WBA	410	274	0.67	0.33	0.52	YES	-136	18,496	
11			WBD	488	303	0.62	0.38	0.52	YES	-185	34,225	
12	Arbor Vitae St and La Brea Ave	Inglewood	NBA	757	838	1.11	0.11	0.41	YES	81	6,561	
12			NBD	858	749	0.87	0.13	0.41	YES	-109	11,881	
12			SBA	792	985	1.24	0.24	0.41	YES	193	37,249	
12			SBD	666	1,002	1.50	0.50	0.44	NO	336	112,896	
12			EBA	463	403	0.87	0.13	0.52	YES	-60	3,600	
12			EBD	401	366	0.91	0.09	0.52	YES	-35	1,225	
12			WBA	308	274	0.89	0.11	0.58	YES	-34	1,156	
12			WBD	395	396	1.00	0.00	0.52	YES	1	1	
13	Arbor Vitae St and La Cienega Blvd	Inglewood / LA	NBA	522	517	0.99	0.01	0.48	YES	-5	25	
13			NBD	731	524	0.72	0.28	0.44	YES	-207	42,849	
13			SBA	671	553	0.82	0.18	0.44	YES	-118	13,924	
13			SBD	502	619	1.23	0.23	0.48	YES	117	13,689	
13			EBA	545	427	0.78	0.22	0.48	YES	-118	13,924	
13			EBD	469	375	0.80	0.20	0.52	YES	-94	8,836	
13			WBA	412	448	1.09	0.09	0.52	YES	36	1,296	
13			WBD	448	427	0.95	0.05	0.52	YES	-21	441	
14	Aviation Blvd and Century Blvd	LA	NBA	950	1,132	1.19	0.19	0.38	YES	182	33,124	
14			NBD	732	1,241	1.70	0.70	0.44	NO	509	259,081	
14			SBA	590	549	0.93	0.07	0.48	YES	-41	1,681	
14			SBD	760	881	1.16	0.16	0.41	YES	121	14,641	
14			EBA	2,146	2,241	1.04	0.04	0.27	YES	95	9,025	
14			EBD	2,111	1,596	0.76	0.24	0.28	YES	-515	265,225	
14			WBA	1,849	969	0.52	0.48	0.29	NO	-880	774,400	
14			WBD	1,932	1,174	0.61	0.39	0.28	NO	-758	574,564	

#	Location	Jurisdiction	Leg	MD Peak Hour							
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15	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	902	503	0.56	0.44	0.38	NO	-399	159,201
15			NBD	824	586	0.71	0.29	0.41	YES	-238	56,644
15			SBA	686	605	0.88	0.12	0.44	YES	-81	6,561
15			SBD	783	569	0.73	0.27	0.41	YES	-214	45,796
15			EBA	1,156	888	0.77	0.23	0.34	YES	-268	71,824
15			EBD	1,271	1,215	0.96	0.04	0.33	YES	-56	3,136
15			WBA	1,258	1,458	1.16	0.16	0.33	YES	200	40,000
15			WBD	1,124	1,088	0.97	0.03	0.36	YES	-36	1,296
16			Aviation Blvd and Imperial Highway	LA	NBA	595	629	1.06	0.06	0.48	YES
16	NBD	534			511	0.96	0.04	0.48	YES	-23	529
16	SBA	681			1,111	1.63	0.63	0.44	NO	430	184,900
16	SBD	906			1,146	1.26	0.26	0.38	YES	240	57,600
16	EBA	784			346	0.44	0.56	0.41	NO	-438	191,844
16	EBD	682			563	0.83	0.17	0.44	YES	-119	14,161
16	WBA	982			1,065	1.08	0.08	0.38	YES	83	6,889
16	WBD	920			929	1.01	0.01	0.38	YES	9	81
17	Aviation Bl / Florence Ave and Manchester Bl	Inglewood			NBA	523	775	1.48	0.48	0.48	NO
17			NBD	521	594	1.14	0.14	0.48	YES	73	5,329
17			SBA	545	666	1.22	0.22	0.48	YES	121	14,641
17			SBD	406	826	2.03	1.03	0.52	NO	420	176,400
17			EBA	1,334	1,243	0.93	0.07	0.33	YES	-91	8,281
17			EBD	1,080	1,020	0.94	0.06	0.36	YES	-60	3,600
17			WBA	712	451	0.63	0.37	0.44	YES	-261	68,121
17			WBD	1,107	751	0.68	0.32	0.36	YES	-356	126,736
18			Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawtho	NBA	1,125	1,438	1.28	0.28	0.34	YES
18	NBD	1,168			1,408	1.21	0.21	0.34	YES	240	57,600
18	SBA	1,019			601	0.59	0.41	0.36	NO	-418	174,724
18	SBD	956			525	0.55	0.45	0.38	NO	-431	185,761
18	EBA	1,707			1,340	0.79	0.21	0.29	YES	-367	134,689
18	EBD	1,823			1,341	0.74	0.26	0.29	YES	-482	232,324
18	WBA	2,022			2,040	1.01	0.01	0.28	YES	18	324
18	WBD	1,926			2,145	1.11	0.11	0.28	YES	219	47,961
19	Aviation Blvd and 111th St	LA			NBA	844	1,150	1.36	0.36	0.41	YES
19			NBD	712	1,109	1.56	0.56	0.44	NO	397	157,609
19			SBA	768	1,139	1.48	0.48	0.41	NO	371	137,641
19			SBD	888	1,145	1.29	0.29	0.38	YES	257	66,049
19			EBA								
19			EBD								
19			WBA								
19			WBD								
20			Aviation Blvd and 120th St	El Segundo / LA County	NBA	625	511	0.82	0.18	0.44	YES
20	NBD	591			627	1.06	0.06	0.48	YES	36	1,296
20	SBA	519			469	0.90	0.10	0.48	YES	-50	2,500
20	SBD	551			588	1.07	0.07	0.48	YES	37	1,369
20	EBA										
20	EBD										
20	WBA				349						
20	WBD				116						
21	Ball Way and Lincoln Blvd	Caltrans / LA / LA County			NBA	1,409	1,044	0.74	0.26	0.31	YES
21			NBD	1,245	1,133	0.91	0.09	0.34	YES	-112	12,544
21			SBA	1,498	1,442	0.96	0.04	0.31	YES	-56	3,136
21			SBD	1,594	1,426	0.89	0.11	0.30	YES	-168	28,224
21			EBA	320	348	1.09	0.09	0.58	YES	28	784
21			EBD	343	263	0.77	0.23	0.58	YES	-80	6,400
21			WBA		61						
21			WBD		66						

#	Location	Jurisdiction	Leg	MD Peak Hour							
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22	Bluff Creek Dr and Lincoln Blvd	Caltrans / LA	NBA								
22			NBD								
22			SBA								
22			SBD								
22			EBA								
22			EBD								
22			WBA								
22			WBD								
23	Campus Center Dr / Centinela Ave & Jefferson Bl	LA	NBA								
23			NBD								
23			SBA	900	576	0.64	0.36	0.38	YES	-324	104,976
23			SBD	809	438	0.54	0.46	0.41	NO	-371	137,641
23			EBA	1,162	1,187	1.02	0.02	0.34	YES	25	625
23			EBD	1,418	1,782	1.26	0.26	0.31	YES	364	132,496
23			WBA	1,373	1,483	1.08	0.08	0.33	YES	110	12,100
23			WBD	1,232	1,028	0.83	0.17	0.34	YES	-204	41,616
24	Centinela Ave and Culver Blvd	LA	NBA	957	838	0.88	0.12	0.38	YES	-119	14,161
24			NBD	860	937	1.09	0.09	0.41	YES	77	5,929
24			SBA	1,012	878	0.87	0.13	0.36	YES	-134	17,956
24			SBD	1,119	861	0.77	0.23	0.36	YES	-258	66,564
24			EBA	398	423	1.06	0.06	0.52	YES	25	625
24			EBD	412	450	1.09	0.09	0.52	YES	38	1,444
24			WBA	437	565	1.29	0.29	0.52	YES	128	16,384
24			WBD	413	483	1.17	0.17	0.52	YES	70	4,900
25	Centinela Ave and La Brea Ave	Inglewood	NBA	870	775	0.89	0.11	0.41	YES	-95	9,025
25			NBD	875	771	0.88	0.12	0.38	YES	-104	10,816
25			SBA	936	911	0.97	0.03	0.38	YES	-25	625
25			SBD	918	917	1.00	0.00	0.38	YES	-1	1
25			EBA	806	931	1.16	0.16	0.41	YES	125	15,625
25			EBD	888	959	1.08	0.08	0.38	YES	71	5,041
25			WBA	774	855	1.10	0.10	0.41	YES	81	6,561
25			WBD	705	826	1.17	0.17	0.44	YES	121	14,641
26	Centinela Ave and La Cienega Blvd	Inglewood / LA	NBA	1,979	1,874	0.95	0.05	0.28	YES	-105	11,025
26			NBD	1,693	1,772	1.05	0.05	0.29	YES	79	6,241
26			SBA	1,535	1,731	1.13	0.13	0.30	YES	196	38,416
26			SBD	1,834	2,009	1.10	0.10	0.29	YES	175	30,625
26			EBA	861	1,150	1.34	0.34	0.41	YES	289	83,521
26			EBD	865	1,038	1.20	0.20	0.41	YES	173	29,929
26			WBA	961	1,030	1.07	0.07	0.38	YES	69	4,761
26			WBD	944	966	1.02	0.02	0.38	YES	22	484
27	Centinela Ave (E/W) and La Tijera Blvd (N/S)	LA	NBA	1,118	1,336	1.19	0.19	0.36	YES	218	47,524
27			NBD	1,050	1,277	1.22	0.22	0.36	YES	227	51,529
27			SBA	940	1,360	1.45	0.45	0.38	NO	420	176,400
27			SBD	895	1,195	1.34	0.34	0.38	YES	300	90,000
27			EBA	787	977	1.24	0.24	0.41	YES	190	36,100
27			EBD	963	1,111	1.15	0.15	0.38	YES	148	21,904
27			WBA	889	1,019	1.15	0.15	0.38	YES	130	16,900
27			WBD	826	1,111	1.35	0.35	0.41	YES	285	81,225
28	Centinela Ave and Sepulveda Blvd	Culver City	NBA	1,449	1,635	1.13	0.13	0.31	YES	186	34,596
28			NBD	1,575	1,462	0.93	0.07	0.30	YES	-113	12,769
28			SBA	971	1,299	1.34	0.34	0.38	YES	328	107,584
28			SBD	1,111	1,525	1.37	0.37	0.36	NO	414	171,396
28			EBA	971	1,163	1.20	0.20	0.38	YES	192	36,864
28			EBD	888	1,284	1.45	0.45	0.38	NO	396	156,816
28			WBA	885	994	1.12	0.12	0.38	YES	109	11,881
28			WBD	702	818	1.17	0.17	0.44	YES	116	13,456

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29	Centinela Ave and Venice Blvd	LA	NBA	1,237	909	0.73	0.27	0.34	YES	-328	107,584
29			NBD	1,153	970	0.84	0.16	0.34	YES	-183	33,489
29			SBA	1,102	892	0.81	0.19	0.36	YES	-210	44,100
29			SBD	1,312	933	0.71	0.29	0.33	YES	-379	143,641
29			EBA	1,145	1,171	1.02	0.02	0.34	YES	26	676
29			EBD	1,191	1,104	0.93	0.07	0.34	YES	-87	7,569
29			WBA	1,340	1,250	0.93	0.07	0.33	YES	-90	8,100
29			WBD	1,168	1,228	1.05	0.05	0.34	YES	60	3,600
30	Centinela Ave and Washington Blvd	Culver City	NBA	1,093	749	0.69	0.31	0.36	YES	-344	118,336
30			NBD	1,069	818	0.77	0.23	0.36	YES	-251	63,001
30			SBA	1,017	820	0.81	0.19	0.36	YES	-197	38,809
30			SBD	1,131	828	0.73	0.27	0.34	YES	-303	91,809
30			EBA	800	667	0.83	0.17	0.41	YES	-133	17,689
30			EBD	732	648	0.89	0.11	0.44	YES	-84	7,056
30			WBA	791	593	0.75	0.25	0.41	YES	-198	39,204
30			WBD	769	533	0.69	0.31	0.41	YES	-236	55,696
31	Centinela Ave and Washington Place	Culver City / LA	NBA	1,181	828	0.70	0.30	0.34	YES	-353	124,609
31			NBD	1,025	820	0.80	0.20	0.36	YES	-205	42,025
31			SBA	1,139	970	0.85	0.15	0.34	YES	-169	28,561
31			SBD	1,297	909	0.70	0.30	0.33	YES	-388	150,544
31			EBA	752	659	0.88	0.12	0.41	YES	-93	8,649
31			EBD	763	752	0.99	0.01	0.41	YES	-11	121
31			WBA	664	471	0.71	0.29	0.44	YES	-193	37,249
31			WBD	651	447	0.69	0.31	0.44	YES	-204	41,616
32	Centinela Ave and SR-90 EB Ramps	Caltrans / LA	NBA	810	483	0.60	0.40	0.41	YES	-327	106,929
32			NBD	907	603	0.66	0.34	0.38	YES	-304	92,416
32			SBA	1,126	986	0.88	0.12	0.34	YES	-140	19,600
32			SBD	673	337	0.50	0.50	0.44	NO	-336	112,896
32			EBA		63						
32			EBD								
32			WBA								
32			WBD	457	602	1.32	0.32	0.52	YES	145	21,025
33	Centinela Ave and SR-90 WB Ramps / Sanford St	Caltrans / LA	NBA	732	337	0.46	0.54	0.44	NO	-395	156,025
33			NBD	1,144	986	0.86	0.14	0.34	YES	-158	24,964
33			SBA	912	837	0.92	0.08	0.38	YES	-75	5,625
33			SBD	968	793	0.82	0.18	0.38	YES	-175	30,625
33			EBA								
33			EBD		19						
33			WBA	587	633	1.08	0.08	0.48	YES	46	2,116
33			WBD		0						
34	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	NBA	885	1,150	1.30	0.30	0.38	YES	265	70,225
34			NBD	987	975	0.99	0.01	0.38	YES	-12	144
34			SBA	936	749	0.80	0.20	0.38	YES	-187	34,969
34			SBD	801	838	1.05	0.05	0.41	YES	37	1,369
34			EBA	1,006	1,109	1.10	0.10	0.36	YES	103	10,609
34			EBD	959	1,119	1.17	0.17	0.38	YES	160	25,600
34			WBA	953	870	0.91	0.09	0.38	YES	-83	6,889
34			WBD	1,033	947	0.92	0.08	0.36	YES	-86	7,396
35	Century Blvd and Inglewood Ave	Inglewood	NBA	352	365	1.04	0.04	0.58	YES	13	169
35			NBD	398	449	1.13	0.13	0.52	YES	51	2,601
35			SBA	385	306	0.79	0.21	0.52	YES	-79	6,241
35			SBD	376	393	1.05	0.05	0.52	YES	17	289
35			EBA	961	1,219	1.27	0.27	0.38	YES	258	66,564
35			EBD	908	1,088	1.20	0.20	0.38	YES	180	32,400
35			WBA	902	1,069	1.19	0.19	0.38	YES	167	27,889
35			WBD	918	1,031	1.12	0.12	0.38	YES	113	12,769

#	Location	Jurisdiction	Leg	MD Peak Hour									
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		
36	Century Blvd and La Cienega Blvd	Inglewood / LA / County of LA	NBA	803	574	0.71	0.29	0.41	YES	-229	52,441		
36			NBD	1,139	1,141	1.00	0.00	0.34	YES	2	4		
36			SBA	1,400	1,027	0.73	0.27	0.31	YES	-373	139,129		
36			SBD	645	594	0.92	0.08	0.44	YES	-51	2,601		
36			EBA	1,853	1,165	0.63	0.37	0.29	NO	-688	473,344		
36			EBD	1,804	1,027	0.57	0.43	0.29	NO	-777	603,729		
36			WBA	1,327	1,324	1.00	0.00	0.33	YES	-3	9		
36			WBD	1,795	1,328	0.74	0.26	0.29	YES	-467	218,089		
37			Century Blvd and Prairie Ave	Inglewood	NBA	1,032	795	0.77	0.23	0.36	YES	-237	56,169
37					NBD	844	731	0.87	0.13	0.41	YES	-113	12,769
37	SBA	912			943	1.03	0.03	0.38	YES	31	961		
37	SBD	1,148			1,133	0.99	0.01	0.34	YES	-15	225		
37	EBA	950			918	0.97	0.03	0.38	YES	-32	1,024		
37	EBD	863			838	0.97	0.03	0.41	YES	-25	625		
37	WBA	1,086			953	0.88	0.12	0.36	YES	-133	17,689		
37	WBD	1,125			910	0.81	0.19	0.34	YES	-215	46,225		
38	Century Blvd and Sepulveda Blvd	LA / Caltrans			NBA	2,925	4,214	1.44	0.44	0.24	NO	1,289	1,661,521
38					NBD	1,934	2,333	1.21	0.21	0.28	YES	399	159,201
38			SBA	1,738	2,441	1.40	0.40	0.29	NO	703	494,209		
38			SBD	3,176	2,859	0.90	0.10	0.24	YES	-317	100,489		
38			EBA										
38			EBD	319				0.58					
38			WBA	783	2,003	2.56	1.56	0.41	NO	1,220	1,488,400		
38			WBD										
39			Century Blvd and I-405 NB On/Off Ramps	Caltrans / Inglewood	NBA	803	571	0.71	0.29	0.41	YES	-232	53,824
39					NBD	891	0	0.00	1.00	0.38	NO	-891	793,881
39	SBA												
39	SBD												
39	EBA	1,844			1,206	0.65	0.35	0.29	NO	-638	407,044		
39	EBD	1,569			1,645	1.05	0.05	0.30	YES	76	5,776		
39	WBA	940			1,142	1.21	0.21	0.38	YES	202	40,804		
39	WBD	1,118			1,276	1.14	0.14	0.36	YES	158	24,964		
39	NBA												
39	NBD												
39	SBA												
39	SBD	281	442	1.57	0.57	0.58	YES	161	25,921				
39	EBA												
39	EBD	1,330	1,324	1.00	0.00	0.33	YES	-6	36				
39	WBA	1,611	1,645	1.02	0.02	0.30	YES	34	1,156				
39	WBD												
40	Culver Blvd and Duquesne Ave	Culver City	NBA	443	306	0.69	0.31	0.52	YES	-137	18,769		
40			NBD	285	259	0.91	0.09	0.58	YES	-26	676		
40			SBA	281	165	0.59	0.41	0.58	YES	-116	13,456		
40			SBD	372	212	0.57	0.43	0.58	YES	-160	25,600		
40			EBA	582	735	1.26	0.26	0.48	YES	153	23,409		
40			EBD	680	702	1.03	0.03	0.44	YES	22	484		
40			WBA	667	762	1.14	0.14	0.44	YES	95	9,025		
40			WBD	636	773	1.22	0.22	0.44	YES	137	18,769		
41			Culver Blvd and Jefferson Blvd	LA	NBA		296						
41					NBD	274	412	1.50	0.50	0.58	YES	138	19,044
41	SBA												
41	SBD												
41	EBA	1,426			1,137	0.80	0.20	0.31	YES	-289	83,521		
41	EBD	609			845	1.39	0.39	0.48	YES	236	55,696		
41	WBA	403			583	1.45	0.45	0.52	YES	180	32,400		
41	WBD	1,182			737	0.62	0.38	0.34	NO	-445	198,025		

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
42	Culver Blvd and Nicholson St	LA	NBA	456	495	1.09	0.09	0.52	YES	39	1,521
42			NBD	391	440	1.13	0.13	0.52	YES	49	2,401
42			SBA								
42			SBD								
42			EBA	814	642	0.79	0.21	0.41	YES	-172	29,584
42			EBD	346	405	1.17	0.17	0.58	YES	59	3,481
42			WBA	656	845	1.29	0.29	0.44	YES	189	35,721
42			WBD	1,189	1,137	0.96	0.04	0.34	YES	-52	2,704
43	Culver Blvd and Overland Ave	Culver City	NBA	1,196	825	0.69	0.31	0.34	YES	-371	137,641
43			NBD	799	823	1.03	0.03	0.41	YES	24	576
43			SBA	748				0.44			
43			SBD	1,127				0.34			
43			EBA	533	458	0.86	0.14	0.48	YES	-75	5,625
43			EBD	581	502	0.86	0.14	0.48	YES	-79	6,241
43			WBA	612	594	0.97	0.03	0.48	YES	-18	324
43			WBD	582	601	1.03	0.03	0.48	YES	19	361
44	Culver Blvd and Sawtelle Blvd	Culver City	NBA	319	367	1.15	0.15	0.58	YES	48	2,304
44			NBD	351	423	1.21	0.21	0.58	YES	72	5,184
44			SBA	455	584	1.28	0.28	0.52	YES	129	16,641
44			SBD	334	425	1.27	0.27	0.58	YES	91	8,281
44			EBA	508	521	1.03	0.03	0.48	YES	13	169
44			EBD	466	604	1.30	0.30	0.52	YES	138	19,044
44			WBA	429	334	0.78	0.22	0.52	YES	-95	9,025
44			WBD	560	354	0.63	0.37	0.48	YES	-206	42,436
45	Culver Blvd and Sepulveda Blvd	Culver City	NBA	684	1,000	1.46	0.46	0.44	NO	316	99,856
45			NBD	744	755	1.01	0.01	0.44	YES	11	121
45			SBA	672	553	0.82	0.18	0.44	YES	-119	14,161
45			SBD	823	903	1.10	0.10	0.41	YES	80	6,400
45			EBA	549	359	0.65	0.35	0.48	YES	-190	36,100
45			EBD	421	329	0.78	0.22	0.52	YES	-92	8,464
45			WBA	613	601	0.98	0.02	0.48	YES	-12	144
45			WBD	530	498	0.94	0.06	0.48	YES	-32	1,024
46	Douglas St and El Segundo Blvd	El Segundo	NBA	524	590	1.13	0.13	0.48	YES	66	4,356
46			NBD	542	821	1.51	0.51	0.48	NO	279	77,841
46			SBA	266	132	0.50	0.50	0.58	YES	-134	17,956
46			SBD	651	167	0.26	0.74	0.44	NO	-484	234,256
46			EBA	1,296	583	0.45	0.55	0.33	NO	-713	508,369
46			EBD	960	644	0.67	0.33	0.38	YES	-316	99,856
46			WBA	1,208	1,215	1.01	0.01	0.34	YES	7	49
46			WBD	1,141	888	0.78	0.22	0.34	YES	-253	64,009
47	Douglas St and Imperial Highway	El Segundo / LA	NBA	252	96	0.38	0.62	0.58	NO	-156	24,336
47			NBD		137						
47			SBA		73						
47			SBD		62						
47			EBA	660	379	0.57	0.43	0.44	YES	-281	78,961
47			EBD	726	581	0.80	0.20	0.44	YES	-145	21,025
47			WBA	697	664	0.95	0.05	0.44	YES	-33	1,089
47			WBD	793	408	0.51	0.49	0.41	NO	-385	148,225

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
48	Douglas St and Mariposa Ave	El Segundo	NBA	591	130	0.22	0.78	0.48	NO	-461	212,521
48			NBD		94						
48			SBA		59						
48			SBD	480	145	0.30	0.70	0.52	NO	-335	112,225
48			EBA		70						
48			EBD		43						
48			WBA								
48			WBD								
49	Douglas St and Rosecrans Ave	El Segundo / Manhattan Beach	NBA								
49			NBD								
49			SBA	406	494	1.22	0.22	0.52	YES	88	7,744
49			SBD	340	637	1.87	0.87	0.58	NO	297	88,209
49			EBA	1,646	1,075	0.65	0.35	0.29	NO	-571	326,041
49			EBD	1,719	931	0.54	0.46	0.29	NO	-788	620,944
49			WBA	1,698	1,341	0.79	0.21	0.29	YES	-357	127,449
49			WBD	1,627	1,340	0.82	0.18	0.29	YES	-287	82,369
50	Duquesne Ave and Jefferson Blvd	Culver City	NBA								
50			NBD								
50			SBA	375	385	1.03	0.03	0.52	YES	10	100
50			SBD	394	426	1.08	0.08	0.52	YES	32	1,024
50			EBA	812	853	1.05	0.05	0.41	YES	41	1,681
50			EBD	718	810	1.13	0.13	0.44	YES	92	8,464
50			WBA	673	939	1.40	0.40	0.44	YES	266	70,756
50			WBD	695	941	1.35	0.35	0.44	YES	246	60,516
51	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	1,336	954	0.71	0.29	0.33	YES	-382	145,924
51			NBD	1,251	873	0.70	0.30	0.33	YES	-378	142,884
51			SBA	1,214	825	0.68	0.32	0.34	YES	-389	151,321
51			SBD	1,169	948	0.81	0.19	0.34	YES	-221	48,841
51			EBA	911	767	0.84	0.16	0.38	YES	-144	20,736
51			EBD	1,111	711	0.64	0.36	0.36	NO	-400	160,000
51			WBA	1,042	827	0.79	0.21	0.36	YES	-215	46,225
51			WBD	972	888	0.91	0.09	0.38	YES	-84	7,056
52	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	929	630	0.68	0.32	0.38	YES	-299	89,401
52			NBD	795	602	0.76	0.24	0.41	YES	-193	37,249
52			SBA	664	372	0.56	0.44	0.44	YES	-292	85,264
52			SBD	955	590	0.62	0.38	0.38	NO	-365	133,225
52			EBA	1,247	674	0.54	0.46	0.34	NO	-573	328,329
52			EBD	1,019	505	0.50	0.50	0.36	NO	-514	264,196
52			WBA	1,057	619	0.59	0.41	0.36	NO	-438	191,844
52			WBD	1,128	599	0.53	0.47	0.34	NO	-529	279,841
53	El Segundo Blvd and La Cienega Blvd	Hawthorne / LA County	NBA								
53			NBD								
53			SBA	586	504	0.86	0.14	0.48	YES	-82	6,724
53			SBD	362	332	0.92	0.08	0.58	YES	-30	900
53			EBA	745	1,020	1.37	0.37	0.44	YES	275	75,625
53			EBD	1,169	1,099	0.94	0.06	0.34	YES	-70	4,900
53			WBA	1,204	854	0.71	0.29	0.34	YES	-350	122,500
53			WBD	1,004	948	0.94	0.06	0.36	YES	-56	3,136
54	El Segundo Blvd and Nash St	El Segundo	NBA		411						
54			NBD		144						
54			SBA	403	302	0.75	0.25	0.52	YES	-101	10,201
54			SBD		617						
54			EBA	1,037	381	0.37	0.63	0.36	NO	-656	430,336
54			EBD	946	362	0.38	0.62	0.38	NO	-584	341,056
54			WBA	1,010	597	0.59	0.41	0.36	NO	-413	170,569
54			WBD	1,295	573	0.44	0.56	0.33	NO	-722	521,284

#	Location	Jurisdiction	Leg	MD Peak Hour									
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55	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	2,053	1,646	0.80	0.20	0.28	YES	-407	165,649		
55			NBD	2,450	1,630	0.67	0.33	0.26	NO	-820	672,400		
55			SBA	1,995	1,841	0.92	0.08	0.28	YES	-154	23,716		
55			SBD	1,867	1,862	1.00	0.00	0.29	YES	-5	25		
55			EBA	924	547	0.59	0.41	0.38	NO	-377	142,129		
55			EBD	763	511	0.67	0.33	0.41	YES	-252	63,504		
55			WBA	972	340	0.35	0.65	0.38	NO	-632	399,424		
55			WBD	864	369	0.43	0.57	0.41	NO	-495	245,025		
56			Fiji Way and Lincoln Blvd	Caltrans / LA / LA County	NBA	2,176	1,732	0.80	0.20	0.27	YES	-444	197,136
56					NBD	1,900	1,864	0.98	0.02	0.28	YES	-36	1,296
56	SBA	1,450			1,236	0.85	0.15	0.31	YES	-214	45,796		
56	SBD	1,672			1,136	0.68	0.32	0.29	NO	-536	287,296		
56	EBA	724			686	0.95	0.05	0.44	YES	-38	1,444		
56	EBD	713			637	0.89	0.11	0.44	YES	-76	5,776		
56	WBA				49								
56	WBD				44								
57	Florence Ave and La Brea Ave	Inglewood	NBA	735	908	1.24	0.24	0.44	YES	173	29,929		
57			NBD	851	846	0.99	0.01	0.41	YES	-5	25		
57			SBA	993	984	0.99	0.01	0.38	YES	-9	81		
57			SBD	875	1,012	1.16	0.16	0.38	YES	137	18,769		
57			EBA	568	451	0.79	0.21	0.48	YES	-117	13,689		
57			EBD	461	545	1.18	0.18	0.52	YES	84	7,056		
57			WBA	536	715	1.33	0.33	0.48	YES	179	32,041		
57			WBD	645	656	1.02	0.02	0.44	YES	11	121		
58	Florence Ave and La Cienega Blvd	Inglewood	NBA	399	705	1.77	0.77	0.52	NO	306	93,636		
58			NBD	891	1,300	1.46	0.46	0.38	NO	409	167,281		
58			SBA	1,180	1,695	1.44	0.44	0.34	NO	515	265,225		
58			SBD	480	1,416	2.95	1.95	0.52	NO	936	876,096		
58			EBA	536	871	1.63	0.63	0.48	NO	335	112,225		
58			EBD	669	717	1.07	0.07	0.44	YES	48	2,304		
58			WBA	701	396	0.56	0.44	0.44	YES	-305	93,025		
58			WBD	776	233	0.30	0.70	0.41	NO	-543	294,849		
59	Grand Ave and Nash St	El Segundo	NBA		602								
59			NBD	408	299	0.73	0.27	0.52	YES	-109	11,881		
59			SBA	492	347	0.71	0.29	0.52	YES	-145	21,025		
59			SBD		622								
59			EBA		215								
59			EBD		241								
59			WBA		0								
59			WBD		0								
60	Grand Ave and Sepulveda Blvd	El Segundo	NBA	2,075	1,862	0.90	0.10	0.28	YES	-213	45,369		
60			NBD	1,931	1,841	0.95	0.05	0.28	YES	-90	8,100		
60			SBA	1,882	1,790	0.95	0.05	0.28	YES	-92	8,464		
60			SBD	2,087	1,845	0.88	0.12	0.28	YES	-242	58,564		
60			EBA	595	201	0.34	0.66	0.48	NO	-394	155,236		
60			EBD	488	148	0.30	0.70	0.52	NO	-340	115,600		
60			WBA	515	150	0.29	0.71	0.48	NO	-365	133,225		
60			WBD	561	168	0.30	0.70	0.48	NO	-393	154,449		
61	Grand Ave and Vista Del Mar	LA	NBA	701	659	0.94	0.06	0.44	YES	-42	1,764		
61			NBD	670	512	0.76	0.24	0.44	YES	-158	24,964		
61			SBA	604	444	0.74	0.26	0.48	YES	-160	25,600		
61			SBD	636	583	0.92	0.08	0.44	YES	-53	2,809		
61			EBA										
61			EBD										
61			WBA	270	115	0.43	0.57	0.58	YES	-155	24,025		
61			WBD		121								

#	Location	Jurisdiction	Leg	MD Peak Hour							
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62	Hawthorne Blvd and Imperial Hwy	Hawthorne	NBA	1,112	958	0.86	0.14	0.36	YES	-154	23,716
62			NBD	987	846	0.86	0.14	0.38	YES	-141	19,881
62			SBA	877	1,377	1.57	0.57	0.38	NO	500	250,000
62			SBD	926	1,218	1.32	0.32	0.38	YES	292	85,264
62			EBA	752	752	1.00	0.00	0.41	YES	0	0
62			EBD	674	516	0.77	0.23	0.44	YES	-158	24,964
62			WBA	720	533	0.74	0.26	0.44	YES	-187	34,969
62			WBD	874	955	1.09	0.09	0.41	YES	81	6,561
63	Hawthorne Blvd and Lennox Blvd	LA County	NBA	1,006	1,469	1.46	0.46	0.36	NO	463	214,369
63			NBD	1,064	1,303	1.22	0.22	0.36	YES	239	57,121
63			SBA	963	927	0.96	0.04	0.38	YES	-36	1,296
63			SBD	932	1,150	1.23	0.23	0.38	YES	218	47,524
63			EBA	433	337	0.78	0.22	0.52	YES	-96	9,216
63			EBD	396	231	0.58	0.42	0.52	YES	-165	27,225
63			WBA	358	339	0.95	0.05	0.58	YES	-19	361
63			WBD	368	386	1.05	0.05	0.58	YES	18	324
64	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	NBA	476	426	0.89	0.11	0.52	YES	-50	2,500
64			NBD	592	313	0.53	0.47	0.48	YES	-279	77,841
64			SBA	673	483	0.72	0.28	0.44	YES	-190	36,100
64			SBD	686	625	0.91	0.09	0.44	YES	-61	3,721
64			EBA								
64			EBD								
64			WBA	550	614	1.12	0.12	0.48	YES	64	4,096
64			WBD	442	578	1.31	0.31	0.52	YES	136	18,496
65	Howard Hughes Pkwy and Sepulveda Bl	LA	NBA	1,726	2,113	1.22	0.22	0.29	YES	387	149,769
65			NBD	1,616	2,039	1.26	0.26	0.30	YES	423	178,929
65			SBA	1,418	1,388	0.98	0.02	0.31	YES	-30	900
65			SBD	1,328	1,532	1.15	0.15	0.33	YES	204	41,616
65			EBA								
65			EBD								
65			WBA	801	827	1.03	0.03	0.41	YES	26	676
65			WBD	1,001	757	0.76	0.24	0.36	YES	-244	59,536
66	Imperial Hwy and Inglewood Ave	Inglewood	NBA	609	707	1.16	0.16	0.48	YES	98	9,604
66			NBD	505	549	1.09	0.09	0.48	YES	44	1,936
66			SBA	521	457	0.88	0.12	0.48	YES	-64	4,096
66			SBD	670	567	0.85	0.15	0.44	YES	-103	10,609
66			EBA	634	256	0.40	0.60	0.44	NO	-378	142,884
66			EBD	615	99	0.16	0.84	0.48	NO	-516	266,256
66			WBA	740	428	0.58	0.42	0.44	YES	-312	97,344
66			WBD	714	631	0.88	0.12	0.44	YES	-83	6,889
67	Imperial Hwy and La Cienega Blvd	LA	NBA	548	164	0.30	0.70	0.48	NO	-384	147,456
67			NBD	368	212	0.58	0.42	0.58	YES	-156	24,336
67			SBA	552	515	0.93	0.07	0.48	YES	-37	1,369
67			SBD	631	583	0.92	0.08	0.44	YES	-48	2,304
67			EBA	686	414	0.60	0.40	0.44	YES	-272	73,984
67			EBD	727	427	0.59	0.41	0.44	YES	-300	90,000
67			WBA	658	513	0.78	0.22	0.44	YES	-145	21,025
67			WBD	718	274	0.38	0.62	0.44	NO	-444	197,136
68	Imperial Hwy and Main St	El Segundo / LA	NBA	612	684	1.12	0.12	0.48	YES	72	5,184
68			NBD	662	570	0.86	0.14	0.44	YES	-92	8,464
68			SBA								
68			SBD								
68			EBA	722	723	1.00	0.00	0.44	YES	1	1
68			EBD	978	1,095	1.12	0.12	0.38	YES	117	13,689
68			WBA	1,201	1,391	1.16	0.16	0.34	YES	190	36,100
68			WBD	894	1,134	1.27	0.27	0.38	YES	240	57,600

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
69	Imperial Hwy and Pershing Drive	LA	NBA									
69			NBD									
69			SBA	606	414	0.68	0.32	0.48	YES	-192	36,864	
69			SBD	723	800	1.11	0.11	0.44	YES	77	5,929	
69			EBA	375	335	0.89	0.11	0.52	YES	-40	1,600	
69			EBD	507	236	0.47	0.53	0.48	NO	-271	73,441	
69			WBA	982	880	0.90	0.10	0.38	YES	-102	10,404	
69			WBD	717	594	0.83	0.17	0.44	YES	-123	15,129	
70	Imperial Hwy and Prairie Ave	Hawthorne / Inglewood	NBA	787	517	0.66	0.34	0.41	YES	-270	72,900	
70			NBD	960	561	0.58	0.42	0.38	NO	-399	159,201	
70			SBA	1,485	1,195	0.80	0.20	0.31	YES	-290	84,100	
70			SBD	664	328	0.49	0.51	0.44	NO	-336	112,896	
70			EBA	545	426	0.78	0.22	0.48	YES	-119	14,161	
70			EBD	1,355	1,429	1.05	0.05	0.33	YES	74	5,476	
70			WBA	769	747	0.97	0.03	0.41	YES	-22	484	
70			WBD	607	569	0.94	0.06	0.48	YES	-38	1,444	
71	Imperial Hwy and Sepulveda Blvd	Caltrans / El Segundo / LA	NBA	2,149	1,572	0.73	0.27	0.27	YES	-577	332,929	
71			NBD	1,938	1,612	0.83	0.17	0.28	YES	-326	106,276	
71			SBA	1,908	2,720	1.43	0.43	0.28	NO	812	659,344	
71			SBD	1,687	1,893	1.12	0.12	0.29	YES	206	42,436	
71			EBA	610	390	0.64	0.36	0.48	YES	-220	48,400	
71			EBD	499	379	0.76	0.24	0.52	YES	-120	14,400	
71			WBA	731	435	0.60	0.40	0.44	YES	-296	87,616	
71			WBD	1,274	1,268	1.00	0.00	0.33	YES	-6	36	
72	Imperial Highway and Vista del Mar	LA	NBA	624	583	0.93	0.07	0.48	YES	-41	1,681	
72			NBD	607	444	0.73	0.27	0.48	YES	-163	26,569	
72			SBA	431	576	1.34	0.34	0.52	YES	145	21,025	
72			SBD	483	616	1.28	0.28	0.52	YES	133	17,689	
72			EBA									
72			EBD									
72			WBA	492	236	0.48	0.52	0.52	NO	-256	65,536	
72			WBD	405	335	0.83	0.17	0.52	YES	-70	4,900	
73	Imperial Hwy and Nash St / I-105 WB Off-Ramp	El Segundo / Caltrans / LA	NBA		47							
73			NBD	460	501	1.09	0.09	0.52	YES	41	1,681	
73			SBA	559	425	0.76	0.24	0.48	YES	-134	17,956	
73			SBD									
73			EBA	504	502	1.00	0.00	0.48	YES	-2	4	
73			EBD	911	522	0.57	0.43	0.38	NO	-389	151,321	
73			WBA	790	491	0.62	0.38	0.41	YES	-299	89,401	
73			WBD	543	467	0.86	0.14	0.48	YES	-76	5,776	
74	Imperial Hwy and I-105 Ramps E/O Aviation Bl	Caltrans / LA	NBA	1,078	629	0.58	0.42	0.36	NO	-449	201,601	
74			NBD	695	511	0.74	0.26	0.44	YES	-184	33,856	
74			SBA		1,111							
74			SBD		1,146							
74			EBA	694				0.44				
74			EBD	1,077				0.36				
74			WBA	760	1,065	1.40	0.40	0.41	YES	305	93,025	
74			WBD	760	929	1.22	0.22	0.41	YES	169	28,561	
75	Imperial Hwy & I-405 NB Ramps E/O La Cienega	Caltrans / Hawthorne	NBA	348	347	1.00	0.00	0.58	YES	-1	1	
75			NBD									
75			SBA									
75			SBD		0							
75			EBA	729	274	0.38	0.62	0.44	NO	-455	207,025	
75			EBD	680	513	0.75	0.25	0.44	YES	-167	27,889	
75			WBA	628	292	0.46	0.54	0.44	NO	-336	112,896	
75			WBD	752	400	0.53	0.47	0.41	NO	-352	123,904	

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
76	Inglewood Ave and Lennox Blvd	LA County	NBA	470	473	1.01	0.01	0.52	YES	3	9	
76			NBD	485	350	0.72	0.28	0.52	YES	-135	18,225	
76			SBA	446	476	1.07	0.07	0.52	YES	30	900	
76			SBD	393	391	0.99	0.01	0.52	YES	-2	4	
76			EBA	335	155	0.46	0.54	0.58	YES	-180	32,400	
76			EBD	334	256	0.77	0.23	0.58	YES	-78	6,084	
76			WBA	390	210	0.54	0.46	0.52	YES	-180	32,400	
76			WBD	429	316	0.74	0.26	0.52	YES	-113	12,769	
77	Inglewood Ave and Manchester Blvd	Inglewood	NBA	350								
77			NBD	282	362	1.28	0.28	0.58	YES	80	6,400	
77			SBA	250	48	0.19	0.81	0.58	NO	-202	40,804	
77			SBD		52							
77			EBA	922	1,019	1.11	0.11	0.38	YES	97	9,409	
77			EBD	1,096	1,076	0.98	0.02	0.36	YES	-20	400	
77			WBA	1,022	1,163	1.14	0.14	0.36	YES	141	19,881	
77			WBD	880	1,029	1.17	0.17	0.38	YES	149	22,201	
78	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	NBA	1,562	1,891	1.21	0.21	0.30	YES	329	108,241	
78			NBD	1,500	1,511	1.01	0.01	0.30	YES	11	121	
78			SBA	1,721	2,068	1.20	0.20	0.29	YES	347	120,409	
78			SBD	2,075	1,683	0.81	0.19	0.28	YES	-392	153,664	
78			EBA	286	412	1.44	0.44	0.58	YES	126	15,876	
78			EBD	339	296	0.87	0.13	0.58	YES	-43	1,849	
78			WBA	1,121	676	0.60	0.40	0.36	NO	-445	198,025	
78			WBD	776	1,580	2.04	1.04	0.41	NO	804	646,416	
79	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	NBA	755	574	0.76	0.24	0.41	YES	-181	32,761	
79			NBD	741	657	0.89	0.11	0.44	YES	-84	7,056	
79			SBA	895	846	0.95	0.05	0.38	YES	-49	2,401	
79			SBD	953	852	0.89	0.11	0.38	YES	-101	10,201	
79			EBA	1,049	751	0.72	0.28	0.36	YES	-298	88,804	
79			EBD	878	681	0.78	0.22	0.38	YES	-197	38,809	
79			WBA	849	749	0.88	0.12	0.41	YES	-100	10,000	
79			WBD	976	728	0.75	0.25	0.38	YES	-248	61,504	
80	Jefferson Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	1,984	1,672	0.84	0.16	0.28	YES	-312	97,344	
80			NBD	1,380	1,249	0.91	0.09	0.31	YES	-131	17,161	
80			SBA	577	772	1.34	0.34	0.48	YES	195	38,025	
80			SBD	844	846	1.00	0.00	0.41	YES	2	4	
80			EBA		547							
80			EBD		895							
80			WBA	886				0.38				
80			WBD	1,199				0.34				
81	Jefferson Blvd / Playa St and Sepulveda Blvd	Culver City	NBA	1,510	1,812	1.20	0.20	0.30	YES	302	91,204	
81			NBD	939	1,085	1.16	0.16	0.38	YES	146	21,316	
81			SBA	1,463	1,254	0.86	0.14	0.31	YES	-209	43,681	
81			SBD	1,817	1,675	0.92	0.08	0.29	YES	-142	20,164	
81			EBA	736	387	0.53	0.47	0.44	NO	-349	121,801	
81			EBD	905	632	0.70	0.30	0.38	YES	-273	74,529	
81			WBA	579	543	0.94	0.06	0.48	YES	-36	1,296	
81			WBD	627	605	0.96	0.04	0.44	YES	-22	484	
82	Jefferson Blvd (E/W) and Slauson Ave (N/S)	Culver City	NBA	1,026	842	0.82	0.18	0.36	YES	-184	33,856	
82			NBD	1,371	812	0.59	0.41	0.33	NO	-559	312,481	
82			SBA	879	247	0.28	0.72	0.38	NO	-632	399,424	
82			SBD	801	240	0.30	0.70	0.41	NO	-561	314,721	
82			EBA		1,136							
82			EBD		1,417							
82			WBA	583	632	1.08	0.08	0.48	YES	49	2,401	
82			WBD	286	387	1.35	0.35	0.58	YES	101	10,201	

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
83	Jefferson Blvd and I-405 NB Ramps	Caltrans / LA	NBA	406	543	1.34	0.34	0.52	YES	137	18,769
83			NBD								
83			SBA								
83			SBD	659	819	1.24	0.24	0.44	YES	160	25,600
83			EBA	971	1,309	1.35	0.35	0.38	YES	338	114,244
83			EBD	1,216	1,315	1.08	0.08	0.34	YES	99	9,801
83			WBA	1,436	1,417	0.99	0.01	0.31	YES	-19	361
83			WBD	938	1,136	1.21	0.21	0.38	YES	198	39,204
84	Jefferson Blvd and I-405 SB Ramps	Caltrans / LA	NBA								
84			NBD	792	609	0.77	0.23	0.41	YES	-183	33,489
84			SBA		782						
84			SBD								
84			EBA	1,383	1,316	0.95	0.05	0.31	YES	-67	4,489
84			EBD	1,045	1,494	1.43	0.43	0.36	NO	449	201,601
84			WBA	1,384	1,315	0.95	0.05	0.31	YES	-69	4,761
84	WBD	1,163	1,309	1.13	0.13	0.34	YES	146	21,316		
85	La Brea Ave and Manchester Blvd	Inglewood	NBA	620	607	0.98	0.02	0.48	YES	-13	169
85			NBD	759	534	0.70	0.30	0.41	YES	-225	50,625
85			SBA	899	695	0.77	0.23	0.38	YES	-204	41,616
85			SBD	752	752	1.00	0.00	0.41	YES	0	0
85			EBA	895	1,100	1.23	0.23	0.38	YES	205	42,025
85			EBD	1,089	1,174	1.08	0.08	0.36	YES	85	7,225
85			WBA	1,039	1,278	1.23	0.23	0.36	YES	239	57,121
85			WBD	853	1,220	1.43	0.43	0.41	NO	367	134,689
86			La Brea Ave, Overhill Dr and Stocker St	LA County	NBA	854	954	1.12	0.12	0.41	YES
86	NBD	720			969	1.35	0.35	0.44	YES	249	62,001
86	SBA	1,280			1,219	0.95	0.05	0.33	YES	-61	3,721
86	SBD	1,323			1,259	0.95	0.05	0.33	YES	-64	4,096
86	NB2A	291			358	1.23	0.23	0.58	YES	67	4,489
86	NB2D	548			304	0.55	0.45	0.48	YES	-244	59,536
86	EBA	854			688	0.81	0.19	0.41	YES	-166	27,556
86	EBD	576			714	1.24	0.24	0.48	YES	138	19,044
86	WBA	509			489	0.96	0.04	0.48	YES	-20	400
86	WBD	621			459	0.74	0.26	0.48	YES	-162	26,244
87	La Brea Ave and Slauson Ave	LA County	NBA	881	693	0.79	0.21	0.38	YES	-188	35,344
87			NBD	669	595	0.89	0.11	0.44	YES	-74	5,476
87			SBA	768	989	1.29	0.29	0.41	YES	221	48,841
87			SBD	901	974	1.08	0.08	0.38	YES	73	5,329
87			EBA	1,138	1,341	1.18	0.18	0.34	YES	203	41,209
87			EBD	1,270	1,530	1.20	0.20	0.33	YES	260	67,600
87			WBA	1,131	1,039	0.92	0.08	0.34	YES	-92	8,464
87			WBD	1,078	967	0.90	0.10	0.36	YES	-111	12,321
88			La Cienega Blvd (N/S) and La Tijera Blvd (E/W)	Inglewood / LA	NBA	1,805	2,025	1.12	0.12	0.29	YES
88	NBD	1,506			1,731	1.15	0.15	0.30	YES	225	50,625
88	SBA	2,392			3,018	1.26	0.26	0.26	NO	626	391,876
88	SBD	2,421			2,896	1.20	0.20	0.26	YES	475	225,625
88	EBA	914			1,183	1.29	0.29	0.38	YES	269	72,361
88	EBD	892			1,329	1.49	0.49	0.38	NO	437	190,969
88	WBA										
88	WBD	292			308	1.05	0.05	0.58	YES	16	256
89	La Cienega Blvd and Lennox Blvd	LA County/ LA	NBA	716	684	0.96	0.04	0.44	YES	-32	1,024
89			NBD	568	1,030	1.81	0.81	0.48	NO	462	213,444
89			SBA	555	898	1.62	0.62	0.48	NO	343	117,649
89			SBD	677	717	1.06	0.06	0.44	YES	40	1,600
89			EBA								
89			EBD								
89			WBA		327						
89	WBD		164								

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
90	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	415	385	0.93	0.07	0.52	YES	-30	900
90			NBD	952	416	0.44	0.56	0.38	NO	-536	287,296
90			SBA	921	1,300	1.41	0.41	0.38	NO	379	143,641
90			SBD	403	705	1.75	0.75	0.52	NO	302	91,204
90			EBA	825	815	0.99	0.01	0.41	YES	-10	100
90			EBD	1,024	893	0.87	0.13	0.36	YES	-131	17,161
90			WBA	1,321	909	0.69	0.31	0.33	YES	-412	169,744
90			WBD	1,103	1,338	1.21	0.21	0.36	YES	235	55,225
91	La Cienega Bl NB Ramps and Slauson Ave	LA County	NBA	403	588	1.46	0.46	0.52	YES	185	34,225
91			NBD								
91			SBA								
91			SBD	494	254	0.51	0.49	0.52	YES	-240	57,600
91			EBA	1,308	1,404	1.07	0.07	0.33	YES	96	9,216
91			EBD	1,127	1,806	1.60	0.60	0.34	NO	679	461,041
91			WBA	1,100	1,399	1.27	0.27	0.36	YES	299	89,401
91			WBD	1,190	1,330	1.12	0.12	0.34	YES	140	19,600
92	La Cienega Bl SB Ramps and Slauson Ave	LA County	NBA								
92			NBD	537	381	0.71	0.29	0.48	YES	-156	24,336
92			SBA	505	378	0.75	0.25	0.48	YES	-127	16,129
92			SBD								
92			EBA	1,476	1,682	1.14	0.14	0.31	YES	206	42,436
92			EBD	1,634	2,081	1.27	0.27	0.29	YES	447	199,809
92			WBA	1,590	1,806	1.14	0.14	0.30	YES	216	46,656
92			WBD	1,400	1,404	1.00	0.00	0.31	YES	4	16
93	La Cienega Blvd and Stocker Ave	LA County	NBA	2,501	2,505	1.00	0.00	0.26	YES	4	16
93			NBD	2,203	2,516	1.14	0.14	0.27	YES	313	97,969
93			SBA	1,672	2,140	1.28	0.28	0.29	YES	468	219,024
93			SBD	1,861	2,119	1.14	0.14	0.29	YES	258	66,564
93			EBA								
93			EBD								
93			WBA	720	714	0.99	0.01	0.44	YES	-6	36
93			WBD	829	711	0.86	0.14	0.41	YES	-118	13,924
94	La Cienega Blvd and 111th St	LA County / LA	NBA	624	644	1.03	0.03	0.48	YES	20	400
94			NBD	610	1,012	1.66	0.66	0.48	NO	402	161,604
94			SBA	572	1,030	1.80	0.80	0.48	NO	458	209,764
94			SBD	622	684	1.10	0.10	0.48	YES	62	3,844
94			EBA	277	72	0.26	0.74	0.58	NO	-205	42,025
94			EBD		51						
94			WBA								
94			WBD								
95	La Cienega Blvd and 120th St	LA County	NBA	254	523	2.06	1.06	0.58	NO	269	72,361
95			NBD	334	146	0.44	0.56	0.58	YES	-188	35,344
95			SBA	386	164	0.42	0.58	0.52	NO	-222	49,284
95			SBD		164						
95			EBA		82						
95			EBD	253	351	1.39	0.39	0.58	YES	98	9,604
95			WBA	281	406	1.44	0.44	0.58	YES	125	15,625
95			WBD	290	515	1.78	0.78	0.58	NO	225	50,625
96	La Cienega Bl and I-405 SB Ramps N/O Century	Caltrans / Inglewood / LA	NBA	641	594	0.93	0.07	0.44	YES	-47	2,209
96			NBD	1,397	1,027	0.74	0.26	0.31	YES	-370	136,900
96			SBA	722	588	0.81	0.19	0.44	YES	-134	17,956
96			SBD	571	594	1.04	0.04	0.48	YES	23	529
96			EBA								
96			EBD								
96			WBA	885	478	0.54	0.46	0.38	NO	-407	165,649
96			WBD	280	39	0.14	0.86	0.58	NO	-241	58,081

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
97	La Cienega Bl and I-405 SB Ramps S/O Century	Caltrans / Inglewood / LA	NBA	603	602	1.00	0.00	0.48	YES	-1	1	
97			NBD	468	700	1.50	0.50	0.52	YES	232	53,824	
97			SBA	1,134	1,143	1.01	0.01	0.34	YES	9	81	
97			SBD	806	574	0.71	0.29	0.41	YES	-232	53,824	
97			EBA									
97			EBD									
97			WBA		9							
97			WBD		708	482	0.68	0.32	0.44	YES	-226	51,076
98	La Cienega Bl and I-405 SB Ramps N/O Imperial	Caltrans / LA County / LA	NBA	633	583	0.92	0.08	0.44	YES	-50	2,500	
98			NBD	553	515	0.93	0.07	0.48	YES	-38	1,444	
98			SBA	632	970	1.53	0.53	0.44	NO	338	114,244	
98			SBD	609	559	0.92	0.08	0.48	YES	-50	2,500	
98			EBA									
98			EBD									
98			WBA		0							
98			WBD		478							
99	La Tijera Blvd and Lincoln Blvd	Caltrans / LA	NBA	1,167	1,169	1.00	0.00	0.34	YES	2	4	
99			NBD	1,146	1,134	0.99	0.01	0.34	YES	-12	144	
99			SBA	1,124	1,134	1.01	0.01	0.36	YES	10	100	
99			SBD	1,125	1,169	1.04	0.04	0.34	YES	44	1,936	
99			EBA		0							
99			EBD		0							
99			WBA									
99			WBD									
100	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBA	574	742	1.29	0.29	0.48	YES	168	28,224	
100			NBD	573	719	1.25	0.25	0.48	YES	146	21,316	
100			SBA	609	711	1.17	0.17	0.48	YES	102	10,404	
100			SBD	558	730	1.31	0.31	0.48	YES	172	29,584	
100			EBA	931	570	0.61	0.39	0.38	NO	-361	130,321	
100			EBD	982	677	0.69	0.31	0.38	YES	-305	93,025	
100			WBA	927	644	0.69	0.31	0.38	YES	-283	80,089	
100			WBD	928	542	0.58	0.42	0.38	NO	-386	148,996	
101	La Tijera Blvd and Sepulveda Blvd	LA	NBA	1,443	1,708	1.18	0.18	0.31	YES	265	70,225	
101			NBD	1,421	1,850	1.30	0.30	0.31	YES	429	184,041	
101			SBA	1,198	1,426	1.19	0.19	0.34	YES	228	51,984	
101			SBD	1,325	1,631	1.23	0.23	0.33	YES	306	93,636	
101			EBA	402	14	0.03	0.97	0.52	NO	-388	150,544	
101			EBD	361	0	0.00	1.00	0.58	NO	-361	130,321	
101			WBA	540	579	1.07	0.07	0.48	YES	39	1,521	
101			WBD	476	244	0.51	0.49	0.52	YES	-232	53,824	
102	La Tijera Blvd and I-405 NB Ramps	Caltrans / LA	NBA		764							
102			NBD	378				0.52				
102			SBA	608				0.48				
102			SBD		903							
102			EBA	1,246	1,730	1.39	0.39	0.34	NO	484	234,256	
102			EBD	1,244	1,537	1.24	0.24	0.34	YES	293	85,849	
102			WBA	1,005	1,506	1.50	0.50	0.36	NO	501	251,001	
102			WBD	1,237	1,558	1.26	0.26	0.34	YES	321	103,041	
103	La Tijera Blvd and I-405 SB Ramps	Caltrans / LA	NBA	394				0.52				
103			NBD		568							
103			SBA		738							
103			SBD		595			0.48				
103			EBA	1,308	1,757	1.34	0.34	0.33	NO	449	201,601	
103			EBD	1,244	1,734	1.39	0.39	0.34	NO	490	240,100	
103			WBA	1,309	1,537	1.17	0.17	0.33	YES	228	51,984	
103			WBD	1,172	1,730	1.48	0.48	0.34	NO	558	311,364	

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
104	Lincoln Blvd and LMU Dr	Caltrans / LA	NBA	1,515	1,726	1.14	0.14	0.30	YES	211	44,521	
104			NBD	1,460	1,390	0.95	0.05	0.31	YES	-70	4,900	
104			SBA	1,510	1,511	1.00	0.00	0.30	YES	1	1	
104			SBD	1,496	1,891	1.26	0.26	0.31	YES	395	156,025	
104			EBA		169							
104			EBD		123							
104			WBA		30							
104			WBD		262	31	0.12	0.88	0.58	NO	-231	53,361
105	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	1,149	1,284	1.12	0.12	0.34	YES	135	18,225	
105			NBD	1,203	1,266	1.05	0.05	0.34	YES	63	3,969	
105			SBA	1,203	1,377	1.14	0.14	0.34	YES	174	30,276	
105			SBD	1,344	1,588	1.18	0.18	0.33	YES	244	59,536	
105			EBA	446	271	0.61	0.39	0.52	YES	-175	30,625	
105			EBD	478	250	0.52	0.48	0.52	YES	-228	51,984	
105			WBA	777	733	0.94	0.06	0.41	YES	-44	1,936	
105			WBD	550	562	1.02	0.02	0.48	YES	12	144	
106	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	NBA	2,264	1,982	0.88	0.12	0.27	YES	-282	79,524	
106			NBD	1,867	1,966	1.05	0.05	0.29	YES	99	9,801	
106			SBA	1,822	1,889	1.04	0.04	0.29	YES	67	4,489	
106			SBD	2,293	1,913	0.83	0.17	0.27	YES	-380	144,400	
106			EBA		0							
106			EBD		0							
106			WBA	620	252	0.41	0.59	0.48	NO	-368	135,424	
106			WBD	627	244	0.39	0.61	0.44	NO	-383	146,689	
107	Lincoln Blvd and Mindanao Way	Caltrans / LA	NBA	1,484	1,136	0.77	0.23	0.31	YES	-348	121,104	
107			NBD	1,498	1,236	0.83	0.17	0.31	YES	-262	68,644	
107			SBA	1,368	1,133	0.83	0.17	0.33	YES	-235	55,225	
107			SBD	1,290	1,044	0.81	0.19	0.33	YES	-246	60,516	
107			EBA	484	502	1.04	0.04	0.52	YES	18	324	
107			EBD	710	621	0.87	0.13	0.44	YES	-89	7,921	
107			WBA	889	646	0.73	0.27	0.38	YES	-243	59,049	
107			WBD	727	532	0.73	0.27	0.44	YES	-195	38,025	
108	Lincoln Blvd (E/W) and Sepulveda Blvd (N/S)	Caltrans / LA	NBA	2,622	3,293	1.26	0.26	0.26	NO	671	450,241	
108			NBD	2,280	3,005	1.32	0.32	0.27	NO	725	525,625	
108			SBA	1,466	1,860	1.27	0.27	0.31	YES	394	155,236	
108			SBD	1,423	2,089	1.47	0.47	0.31	NO	666	443,556	
108			EBA	833	1,134	1.36	0.36	0.41	YES	301	90,601	
108			EBD	986	943	0.96	0.04	0.38	YES	-43	1,849	
108			WBA									
108			WBD									
109	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBA	1,981	1,498	0.76	0.24	0.28	YES	-483	233,289	
109			NBD	2,683	1,710	0.64	0.36	0.25	NO	-973	946,729	
109			SBA	2,562	1,384	0.54	0.46	0.26	NO	-1,178	1,387,684	
109			SBD	1,916	1,565	0.82	0.18	0.28	YES	-351	123,201	
109			EBA	924	882	0.95	0.05	0.38	YES	-42	1,764	
109			EBD	897	845	0.94	0.06	0.38	YES	-52	2,704	
109			WBA	1,006	1,043	1.04	0.04	0.36	YES	37	1,369	
109			WBD	977	755	0.77	0.23	0.38	YES	-222	49,284	
110	Lincoln Blvd and Washington Blvd	Caltrans / LA	NBA	2,212	1,881	0.85	0.15	0.27	YES	-331	109,561	
110			NBD	1,944	1,751	0.90	0.10	0.28	YES	-193	37,249	
110			SBA	1,915	1,698	0.89	0.11	0.28	YES	-217	47,089	
110			SBD	2,089	1,531	0.73	0.27	0.28	YES	-558	311,364	
110			EBA	1,041	940	0.90	0.10	0.36	YES	-101	10,201	
110			EBD	1,153	1,095	0.95	0.05	0.34	YES	-58	3,364	
110			WBA	1,304	1,022	0.78	0.22	0.33	YES	-282	79,524	
110			WBD	1,286	1,168	0.91	0.09	0.33	YES	-118	13,924	

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
111	Lincoln Blvd and 83rd St	Caltrans / LA	NBA	1,286	1,588	1.23	0.23	0.33	YES	302	91,204
111			NBD	1,262	1,361	1.08	0.08	0.33	YES	99	9,801
111			SBA	1,382	1,390	1.01	0.01	0.31	YES	8	64
111			SBD	1,402	1,726	1.23	0.23	0.31	YES	324	104,976
111			EBA								
111			EBD								
111			WBA		179						
111			WBD		71						
112	Lincoln Blvd and SR-90	Caltrans / LA County	NBA	1,577	1,426	0.90	0.10	0.30	YES	-151	22,801
112			NBD	1,494	1,442	0.97	0.03	0.31	YES	-52	2,704
112			SBA	1,942	1,966	1.01	0.01	0.28	YES	24	576
112			SBD	2,232	1,982	0.89	0.11	0.27	YES	-250	62,500
112			EBA								
112			EBD								
112			WBA	912	843	0.92	0.08	0.38	YES	-69	4,761
112			WBD	705	811	1.15	0.15	0.44	YES	106	11,236
113	Manchester Ave and Pershing Dr	LA	NBA	387	543	1.40	0.40	0.52	YES	156	24,336
113			NBD	329	300	0.91	0.09	0.58	YES	-29	841
113			SBA	399	364	0.91	0.09	0.52	YES	-35	1,225
113			SBD	504	589	1.17	0.17	0.48	YES	85	7,225
113			EBA		0						
113			EBD		27						
113			WBA	357	156	0.44	0.56	0.58	YES	-201	40,401
113			WBD	324	169	0.52	0.48	0.58	YES	-155	24,025
114	Manchester Ave and Sepulveda Blvd	LA	NBA	1,208	1,631	1.35	0.35	0.34	NO	423	178,929
114			NBD	1,178	1,426	1.21	0.21	0.34	YES	248	61,504
114			SBA	1,415	1,389	0.98	0.02	0.31	YES	-26	676
114			SBD	1,394	1,434	1.03	0.03	0.31	YES	40	1,600
114			EBA	1,092	768	0.70	0.30	0.36	YES	-324	104,976
114			EBD	989	1,038	1.05	0.05	0.38	YES	49	2,401
114			WBA	930	665	0.72	0.28	0.38	YES	-265	70,225
114			WBD	1,084	553	0.51	0.49	0.36	NO	-531	281,961
115	Manchester Ave and I-405 Ramps	Caltrans / Inglewood	NBA	872	175	0.20	0.80	0.41	NO	-697	485,809
115			NBD	326	218	0.67	0.33	0.58	YES	-108	11,664
115			SBA								
115			SBD		492						
115			EBA	1,028	1,338	1.30	0.30	0.36	YES	310	96,100
115			EBD	1,909	909	0.48	0.52	0.28	NO	-1,000	1,000,000
115			WBA	1,345	1,224	0.91	0.09	0.33	YES	-121	14,641
115			WBD	973	1,169	1.20	0.20	0.38	YES	196	38,416
116	Mariposa Ave and Nash St	El Segundo	NBA		617						
116			NBD	451	339	0.75	0.25	0.52	YES	-112	12,544
116			SBA	521	348	0.67	0.33	0.48	YES	-173	29,929
116			SBD		612						
116			EBA	352	73	0.21	0.79	0.58	NO	-279	77,841
116			EBD	428	57	0.13	0.87	0.52	NO	-371	137,641
116			WBA	266	35	0.13	0.87	0.58	NO	-231	53,361
116			WBD		63						
117	Mariposa Ave and Sepulveda Blvd	El Segundo/Caltrans	NBA	2,035	1,800	0.88	0.12	0.28	YES	-235	55,225
117			NBD	1,908	1,756	0.92	0.08	0.28	YES	-152	23,104
117			SBA	2,086	1,856	0.89	0.11	0.28	YES	-230	52,900
117			SBD	2,094	1,802	0.86	0.14	0.28	YES	-292	85,264
117			EBA	295	228	0.77	0.23	0.58	YES	-67	4,489
117			EBD	339	215	0.63	0.37	0.58	YES	-124	15,376
117			WBA	513	156	0.30	0.70	0.48	NO	-357	127,449
117			WBD	588	270	0.46	0.54	0.48	NO	-318	101,124

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
118	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	NBA	521	413	0.79	0.21	0.48	YES	-108	11,664	
118			NBD	465	399	0.86	0.14	0.52	YES	-66	4,356	
118			SBA	660	765	1.16	0.16	0.44	YES	105	11,025	
118			SBD	925	736	0.80	0.20	0.38	YES	-189	35,721	
118			EBA		200							
118			EBD		267							
118			WBA	784	802	1.02	0.02	0.41	YES	18	324	
118			WBD	550	778	1.41	0.41	0.48	YES	228	51,984	
119	Ocean Ave / Via Marina and Washington Blvd	LA / LA County	NBA	635	575	0.91	0.09	0.44	YES	-60	3,600	
119			NBD	472	555	1.18	0.18	0.52	YES	83	6,889	
119			SBA	264				0.58				
119			SBD	279				0.58				
119			EBA	645	227	0.35	0.65	0.44	NO	-418	174,724	
119			EBD	789	255	0.32	0.68	0.41	NO	-534	285,156	
119			WBA	711	443	0.62	0.38	0.44	YES	-268	71,824	
119			WBD	715	443	0.62	0.38	0.44	YES	-272	73,984	
120	Overhill Drive and Slauson Ave	LA County	NBA	261	331	1.27	0.27	0.58	YES	70	4,900	
120			NBD		360							
120			SBA	304	329	1.08	0.08	0.58	YES	25	625	
120			SBD	305	370	1.21	0.21	0.58	YES	65	4,225	
120			EBA	1,055	967	0.92	0.08	0.36	YES	-88	7,744	
120			EBD	1,019	1,039	1.02	0.02	0.36	YES	20	400	
120			WBA	1,024	1,215	1.19	0.19	0.36	YES	191	36,481	
120			WBD	1,109	1,070	0.96	0.04	0.36	YES	-39	1,521	
121	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	1,062	763	0.72	0.28	0.36	YES	-299	89,401	
121			NBD	792	877	1.11	0.11	0.41	YES	85	7,225	
121			SBA	720	612	0.85	0.15	0.44	YES	-108	11,664	
121			SBD	1,136	744	0.65	0.35	0.34	NO	-392	153,664	
121			EBA	1,381	1,042	0.75	0.25	0.31	YES	-339	114,921	
121			EBD	1,660	1,273	0.77	0.23	0.29	YES	-387	149,769	
121			WBA	1,789	1,382	0.77	0.23	0.29	YES	-407	165,649	
121			WBD	1,364	915	0.67	0.33	0.33	NO	-449	201,601	
122	Palawan Way and Washington Blvd	LA / LA County	NBA		249							
122			NBD		272							
122			SBA									
122			SBD									
122			EBA	701	443	0.63	0.37	0.44	YES	-258	66,564	
122			EBD	708	443	0.63	0.37	0.44	YES	-265	70,225	
122			WBA	863	677	0.78	0.22	0.41	YES	-186	34,596	
122			WBD	824	664	0.81	0.19	0.41	YES	-160	25,600	
123	Pershing Dr and Westchester Pkwy	LA	NBA	539	705	1.31	0.31	0.48	YES	166	27,556	
123			NBD	374	348	0.93	0.07	0.58	YES	-26	676	
123			SBA	321	342	1.07	0.07	0.58	YES	21	441	
123			SBD	405	589	1.45	0.45	0.52	YES	184	33,856	
123			EBA									
123			EBD									
123			WBA		126							
123			WBD	278	214	0.77	0.23	0.58	YES	-64	4,096	
124	Prairie Ave and I-105 Off Ramp at 112th St	Caltrans / Inglewood	NBA	688	328	0.48	0.52	0.44	NO	-360	129,600	
124			NBD	1,528	1,195	0.78	0.22	0.30	YES	-333	110,889	
124			SBA	914	790	0.86	0.14	0.38	YES	-124	15,376	
124			SBD	1,775	1,031	0.58	0.42	0.29	NO	-744	553,536	
124			EBA	1,709	1,048	0.61	0.39	0.29	NO	-661	436,921	
124			EBD									
124			WBA									
124			WBD									

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
125	Rosecrans Ave and Sepulveda Blvd	El Segundo / Manhattan Beach / Caltrans	NBA	2,078	2,137	1.03	0.03	0.28	YES	59	3,481
125			NBD	1,933	1,840	0.95	0.05	0.28	YES	-93	8,649
125			SBA	1,863	1,666	0.89	0.11	0.29	YES	-197	38,809
125			SBD	2,009	1,614	0.80	0.20	0.28	YES	-395	156,025
125			EBA	742	731	0.99	0.01	0.44	YES	-11	121
125			EBD	643	932	1.45	0.45	0.44	NO	289	83,521
125			WBA	1,129	947	0.84	0.16	0.34	YES	-182	33,124
125			WBD	1,227	1,100	0.90	0.10	0.34	YES	-127	16,129
126	Sawtelle Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	1,845	1,467	0.80	0.20	0.29	YES	-378	142,884
126			NBD	1,385	926	0.67	0.33	0.31	NO	-459	210,681
126			SBA	1,377	1,249	0.91	0.09	0.31	YES	-128	16,384
126			SBD	1,900	1,672	0.88	0.12	0.28	YES	-228	51,984
126			EBA	374	276	0.74	0.26	0.58	YES	-98	9,604
126			EBD	278	264	0.95	0.05	0.58	YES	-14	196
126			WBA	276	144	0.52	0.48	0.58	YES	-132	17,424
126			WBD	309	274	0.89	0.11	0.58	YES	-35	1,225
127	Sawtelle Blvd and Venice Blvd	Culver City / LA (LA Maintained)	NBA	991	736	0.74	0.26	0.38	YES	-255	65,025
127			NBD	671	765	1.14	0.14	0.44	YES	94	8,836
127			SBA	414	381	0.92	0.08	0.52	YES	-33	1,089
127			SBD	1,001	594	0.59	0.41	0.36	NO	-407	165,649
127			EBA	1,524	1,099	0.72	0.28	0.30	YES	-425	180,625
127			EBD	1,183	1,176	0.99	0.01	0.34	YES	-7	49
127			WBA	1,642	1,623	0.99	0.01	0.29	YES	-19	361
127			WBD	1,716	1,319	0.77	0.23	0.29	YES	-397	157,609
128	Sawtelle Blvd and Washington Blvd	Culver City	NBA	452	360	0.80	0.20	0.52	YES	-92	8,464
128			NBD	262	272	1.04	0.04	0.58	YES	10	100
128			SBA	260	129	0.50	0.50	0.58	YES	-131	17,161
128			SBD	371	274	0.74	0.26	0.58	YES	-97	9,409
128			EBA	796	911	1.14	0.14	0.41	YES	115	13,225
128			EBD	741	852	1.15	0.15	0.44	YES	111	12,321
128			WBA	654	681	1.04	0.04	0.44	YES	27	729
128			WBD	788	682	0.87	0.13	0.41	YES	-106	11,236
129	Sawtelle Blvd and Washington Pl	Culver City	NBA	368	359	0.98	0.02	0.58	YES	-9	81
129			NBD		266						
129			SBA	466	399	0.86	0.14	0.52	YES	-67	4,489
129			SBD	561	413	0.74	0.26	0.48	YES	-148	21,904
129			EBA	643	408	0.63	0.37	0.44	YES	-235	55,225
129			EBD	476	236	0.50	0.50	0.52	YES	-240	57,600
129			WBA	516	361	0.70	0.30	0.48	YES	-155	24,025
129			WBD	717	607	0.85	0.15	0.44	YES	-110	12,100
130	Sepulveda Blvd and Slauson Avenue	Culver City	NBA	1,451	2,141	1.48	0.48	0.31	NO	690	476,100
130			NBD	845	1,586	1.88	0.88	0.41	NO	741	549,081
130			SBA	994	1,103	1.11	0.11	0.38	YES	109	11,881
130			SBD	1,450	1,833	1.26	0.26	0.31	YES	383	146,689
130			EBA	302	812	2.69	1.69	0.58	NO	510	260,100
130			EBD	568	842	1.48	0.48	0.48	NO	274	75,076
130			WBA	778	705	0.91	0.09	0.41	YES	-73	5,329
130			WBD	662	503	0.76	0.24	0.44	YES	-159	25,281
131	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBA	1,411	1,229	0.87	0.13	0.31	YES	-182	33,124
131			NBD	1,201	993	0.83	0.17	0.34	YES	-208	43,264
131			SBA	937	850	0.91	0.09	0.38	YES	-87	7,569
131			SBD	1,528	1,051	0.69	0.31	0.30	NO	-477	227,529
131			EBA	1,618	1,319	0.82	0.18	0.30	YES	-299	89,401
131			EBD	1,573	1,623	1.03	0.03	0.30	YES	50	2,500
131			WBA	1,601	1,348	0.84	0.16	0.30	YES	-253	64,009
131			WBD	1,265	1,068	0.84	0.16	0.33	YES	-197	38,809

#	Location	Jurisdiction	Leg	MD Peak Hour									
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		
132	Sepulveda Blvd and Washington Blvd	Culver City	NBA	864	739	0.86	0.14	0.41	YES	-125	15,625		
132			NBD	662	459	0.69	0.31	0.44	YES	-203	41,209		
132			SBA	730	647	0.89	0.11	0.44	YES	-83	6,889		
132			SBD	1,029	876	0.85	0.15	0.36	YES	-153	23,409		
132			EBA	850	682	0.80	0.20	0.41	YES	-168	28,224		
132			EBD	570	681	1.19	0.19	0.48	YES	111	12,321		
132			WBA	547	505	0.92	0.08	0.48	YES	-42	1,764		
132			WBD	730	559	0.77	0.23	0.44	YES	-171	29,241		
133			Sepulveda Blvd and Washington Pl	Culver City	NBA	929	876	0.94	0.06	0.38	YES	-53	2,809
133					NBD	795	647	0.81	0.19	0.41	YES	-148	21,904
133	SBA	873			841	0.96	0.04	0.41	YES	-32	1,024		
133	SBD	1,380			1,177	0.85	0.15	0.31	YES	-203	41,209		
133	EBA	771			607	0.79	0.21	0.41	YES	-164	26,896		
133	EBD	478			361	0.76	0.24	0.52	YES	-117	13,689		
133	WBA	581						0.48					
133	WBD	501						0.48					
134	Sepulveda Bl and I-405 NB Ramps S/O Venice	Caltrans / Culver City			NBA	1,585	1,177	0.74	0.26	0.30	YES	-408	166,464
134					NBD	966	841	0.87	0.13	0.38	YES	-125	15,625
134			SBA	1,324	993	0.75	0.25	0.33	YES	-331	109,561		
134			SBD	1,397	1,229	0.88	0.12	0.31	YES	-168	28,224		
134			EBA	417	607	1.46	0.46	0.52	YES	190	36,100		
134			EBD	963	709	0.74	0.26	0.38	YES	-254	64,516		
134			WBA										
134			WBD										
135			Sepulveda Blvd and Westchester Pkwy	LA	NBA	1,323	1,617	1.22	0.22	0.33	YES	294	86,436
135					NBD	1,415	1,908	1.35	0.35	0.31	NO	493	243,049
135	SBA	1,252			1,731	1.38	0.38	0.33	NO	479	229,441		
135	SBD	1,226			1,582	1.29	0.29	0.34	YES	356	126,736		
135	EBA	349			448	1.28	0.28	0.58	YES	99	9,801		
135	EBD	571			598	1.05	0.05	0.48	YES	27	729		
135	WBA	614			706	1.15	0.15	0.48	YES	92	8,464		
135	WBD	326			424	1.30	0.30	0.58	YES	98	9,604		
136	Sepulveda Blvd and 76th/77th Street	LA			NBA	1,510	1,630	1.08	0.08	0.30	YES	120	14,400
136					NBD	1,550	1,809	1.17	0.17	0.30	YES	259	67,081
136			SBA	1,716	1,875	1.09	0.09	0.29	YES	159	25,281		
136			SBD	1,757	1,742	0.99	0.01	0.29	YES	-15	225		
136			EBA	343	277	0.81	0.19	0.58	YES	-66	4,356		
136			EBD	275	257	0.93	0.07	0.58	YES	-18	324		
136			WBA		112								
136			WBD		88								
137			Sepulveda Blvd and 79th St/80th St	LA	NBA	1,443	1,460	1.01	0.01	0.31	YES	17	289
137					NBD	1,482	1,420	0.96	0.04	0.31	YES	-62	3,844
137	SBA	1,565			1,809	1.16	0.16	0.30	YES	244	59,536		
137	SBD	1,496			1,636	1.09	0.09	0.31	YES	140	19,600		
137	EBA				203								
137	EBD	279			203	0.73	0.27	0.58	YES	-76	5,776		
137	WBA				143								
137	WBD				355								
138	Sepulveda Blvd and 83rd St	LA			NBA	1,436	1,434	1.00	0.00	0.31	YES	-2	4
138					NBD	1,388	1,389	1.00	0.00	0.31	YES	1	1
138			SBA	1,444	1,420	0.98	0.02	0.31	YES	-24	576		
138			SBD	1,496	1,460	0.98	0.02	0.31	YES	-36	1,296		
138			EBA		129								
138			EBD		192								
138			WBA		129								
138			WBD		72								

#	Location	Jurisdiction	Leg	MD Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
139	Sepulveda Blvd and I-105 WB Ramp N/O Imperial	Caltrans/LA	NBA	1,718	1,893	1.10	0.10	0.29	YES	175	30,625	
139			NBD	1,785	2,720	1.52	0.52	0.29	NO	935	874,225	
139			SBA	3,272	3,234	0.99	0.01	0.24	YES	-38	1,444	
139			SBD	3,786	3,962	1.05	0.05	0.22	YES	176	30,976	
139			EBA	441	1,103	2.50	1.50	0.52	NO	662	438,244	
139			EBD	1,928	1,003	0.52	0.48	0.28	NO	-925	855,625	
139			WBA	2,068	1,513	0.73	0.27	0.28	YES	-555	308,025	
139			WBD									
140	Slauson Avenue and SR-90 On/Off Ramps	Caltrans / Culver City	NBA	833	819	0.98	0.02	0.41	YES	-14	196	
140			NBD	837	1,477	1.76	0.76	0.41	NO	640	409,600	
140			SBA									
140			SBD									
140			EBA	843	928	1.10	0.10	0.41	YES	85	7,225	
140			EBD	949	759	0.80	0.20	0.38	YES	-190	36,100	
140			WBA	1,353	1,904	1.41	0.41	0.33	NO	551	303,601	
140			WBD	1,261	1,404	1.11	0.11	0.33	YES	143	20,449	
141	96th Street and Airport Blvd	LA	NBA	1,055	974	0.92	0.08	0.36	YES	-81	6,561	
141			NBD	736	919	1.25	0.25	0.44	YES	183	33,489	
141			SBA	921	1,048	1.14	0.14	0.38	YES	127	16,129	
141			SBD	1,114	1,119	1.00	0.00	0.36	YES	5	25	
141			EBA	288	239	0.83	0.17	0.58	YES	-49	2,401	
141			EBD	430	192	0.45	0.55	0.52	NO	-238	56,644	
141			WBA		45							
141			WBD		76							
142	96th Street and Jenny Avenue	LA	NBA									
142			NBD									
142			SBA	289	91	0.31	0.69	0.58	NO	-198	39,204	
142			SBD		506							
142			EBA	359	693	1.93	0.93	0.58	NO	334	111,556	
142			EBD	560	182	0.33	0.68	0.48	NO	-378	142,884	
142			WBA	388	116	0.30	0.70	0.52	NO	-272	73,984	
142			WBD	304	213	0.70	0.30	0.58	YES	-91	8,281	
143	96th Street and Vicksburg Avenue	LA	NBA		153							
143			NBD		110							
143			SBA	273	844	3.09	2.09	0.58	NO	571	326,041	
143			SBD	621	158	0.25	0.75	0.48	NO	-463	214,369	
143			EBA	411	107	0.26	0.74	0.52	NO	-304	92,416	
143			EBD		317							
143			WBA	591	177	0.30	0.70	0.48	NO	-414	171,396	
143			WBD	360	696	1.93	0.93	0.58	NO	336	112,896	
144	98th Street and Airport Blvd	LA	NBA	915	827	0.90	0.10	0.38	YES	-88	7,744	
144			NBD	695	805	1.16	0.16	0.44	YES	110	12,100	
144			SBA	770	958	1.24	0.24	0.41	YES	188	35,344	
144			SBD	1,056	1,032	0.98	0.02	0.36	YES	-24	576	
144			EBA	295	299	1.01	0.01	0.58	YES	4	16	
144			EBD		90							
144			WBA		124							
144			WBD		245							
145	Jenny Avenue and Westchester Pkwy	LA	NBA	250	463	1.85	0.85	0.58	NO	213	45,369	
145			NBD		60							
145			SBA		0							
145			SBD		0							
145			EBA	631	546	0.87	0.13	0.44	YES	-85	7,225	
145			EBD	645	709	1.10	0.10	0.44	YES	64	4,096	
145			WBA	679	607	0.89	0.11	0.44	YES	-72	5,184	
145			WBD	744	848	1.14	0.14	0.44	YES	104	10,816	

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
146	Sepulveda Eastway and Westchester Pkwy	LA	NBA	329	593	1.80	0.80	0.58	NO	264	69,696
146			NBD	0							
146			SBA	323	199	0.62	0.38	0.58	YES	-124	15,376
146			SBD	408	569	1.39	0.39	0.52	YES	161	25,921
146			EBA	304	424	1.39	0.39	0.58	YES	120	14,400
146			EBD	599	706	1.18	0.18	0.48	YES	107	11,449
146			WBA	644	635	0.99	0.01	0.44	YES	-9	81
146			WBD	553	576	1.04	0.04	0.48	YES	23	529
147	Century Boulevard and Crenshaw Boulevard	Inglewood	NBA	1,004	892	0.89	0.11	0.36	YES	-112	12,544
147			NBD	940	844	0.90	0.10	0.38	YES	-96	9,216
147			SBA	879	836	0.95	0.05	0.38	YES	-43	1,849
147			SBD	912	1,007	1.10	0.10	0.38	YES	95	9,025
147			EBA	1,136	880	0.77	0.23	0.34	YES	-256	65,536
147			EBD	1,148	883	0.77	0.23	0.34	YES	-265	70,225
147			WBA	855	1,071	1.25	0.25	0.41	YES	216	46,656
147			WBD	874	966	1.11	0.11	0.41	YES	92	8,464
148	Fairview Boulevard and La Cienega Boulevard	LA County / Inglewood	NBA	2,811				0.25			
148			NBD	2,315				0.27			
148			SBA	2,204				0.27			
148			SBD	2,974				0.24			
148			EBA	327				0.58			
148			EBD	291				0.58			
148			WBA	373				0.58			
148			WBD								
149	Imperial Highway and Crenshaw Boulevard	Inglewood	NBA	1,148	887	0.77	0.23	0.34	YES	-261	68,121
149			NBD	1,043	965	0.93	0.07	0.36	YES	-78	6,084
149			SBA	1,000	842	0.84	0.16	0.36	YES	-158	24,964
149			SBD	1,170	939	0.80	0.20	0.34	YES	-231	53,361
149			EBA	591	565	0.96	0.04	0.48	YES	-26	676
149			EBD	702	702	1.00	0.00	0.44	YES	0	0
149			WBA	817	782	0.96	0.04	0.41	YES	-35	1,225
149			WBD	641	496	0.77	0.23	0.44	YES	-145	21,025
150	Braddock Drive and Sepulveda Boulevard	Culver City	NBA	740	933	1.26	0.26	0.44	YES	193	37,249
150			NBD	706	549	0.78	0.22	0.44	YES	-157	24,649
150			SBA	738	755	1.02	0.02	0.44	YES	17	289
150			SBD	643	1,000	1.56	0.56	0.44	NO	357	127,449
150			EBA	226							
150			EBD	255	367	1.44	0.44	0.58	YES	112	12,544
150			WBA								
150			WBD								
151	Buckingham Parkway and Slauson Avenue	Culver City	NBA	317				0.58			
151			NBD	313				0.58			
151			SBA								
151			SBD								
151			EBA	1,206				0.34			
151			EBD	1,476				0.31			
151			WBA	1,621				0.30			
151			WBD	1,371				0.33			
152	Duquesne Avenue and Washington Boulevard	Culver City	NBA	347	212	0.61	0.39	0.58	YES	-135	18,225
152			NBD	286	165	0.58	0.42	0.58	YES	-121	14,641
152			SBA								
152			SBD	260				0.58			
152			EBA	632	641	1.01	0.01	0.44	YES	9	81
152			EBD	653	678	1.04	0.04	0.44	YES	25	625
152			WBA	564	559	0.99	0.01	0.48	YES	-5	25
152			WBD	549	552	1.01	0.01	0.48	YES	3	9

#	Location	Jurisdiction	Leg	MD Peak Hour								
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153	Kelmore / Ranch Lane and Overland Avenue	Culver City	NBA	649				0.44				
153			NBD	691				0.44				
153			SBA	677				0.44				
153			SBD	643				0.44				
153			EBA									
153			EBD									
153			WBA									
153	WBD											
154	Overland Avenue and Sawtelle Boulevard	Culver City	NBA	597	707	1.18	0.18	0.48	YES	110	12,100	
154			NBD	749	957	1.28	0.28	0.44	YES	208	43,264	
154			SBA	706	934	1.32	0.32	0.44	YES	228	51,984	
154			SBD	587	772	1.32	0.32	0.48	YES	185	34,225	
154			EBA	280	232	0.83	0.17	0.58	YES	-48	2,304	
154			EBD		144							
154			WBA									
154	WBD											
155	Overland Avenue and Washington Boulevard	Culver City	NBA	1,008	708	0.70	0.30	0.36	YES	-300	90,000	
155			NBD	792	689	0.87	0.13	0.41	YES	-103	10,609	
155			SBA	752	877	1.17	0.17	0.41	YES	125	15,625	
155			SBD	949	763	0.80	0.20	0.38	YES	-186	34,596	
155			EBA	725	835	1.15	0.15	0.44	YES	110	12,100	
155			EBD	722	770	1.07	0.07	0.44	YES	48	2,304	
155			WBA	664	471	0.71	0.29	0.44	YES	-193	37,249	
155	WBD	686	668	0.97	0.03	0.44	YES	-18	324			
156	Walgrove Avenue and Washington Boulevard	Culver City	NBA									
156			NBD									
156			SBA		177							
156			SBD	292	255	0.87	0.13	0.58	YES	-37	1,369	
156			EBA	1,171	1,349	1.15	0.15	0.34	YES	178	31,684	
156			EBD	1,445	1,223	0.85	0.15	0.31	YES	-222	49,284	
156			WBA	1,373	994	0.72	0.28	0.33	YES	-379	143,641	
156	WBD	969	1,039	1.07	0.07	0.38	YES	70	4,900			
157	La Cienega Bl and 104th Street	Inglewood / LA	NBA	648	615	0.95	0.05	0.44	YES	-33	1,089	
157			NBD	503	834	1.66	0.66	0.48	NO	331	109,561	
157			SBA	461	700	1.52	0.52	0.52	YES	239	57,121	
157			SBD	557	602	1.08	0.08	0.48	YES	45	2,025	
157			EBA		460							
157			EBD		340							
157			WBA									
157	WBD											
158	Vista Del Mar and Waterview Street	LA	NBA	465				0.52				
158			NBD	403				0.52				
158			SBA	398				0.52				
158			SBD	465				0.52				
158			EBA									
158			EBD									
158			WBA									
158	WBD											
159	Hindry Avenue and Manchester Boulevard	Inglewood	NBA		484							
159			NBD		440							
159			SBA		88							
159			SBD	789	86	0.11	0.89	0.41	NO	-703	494,209	
159			EBA	1,120	746	0.67	0.33	0.36	YES	-374	139,876	
159			EBD	1,031	460	0.45	0.55	0.36	NO	-571	326,041	
159			WBA	1,023	893	0.87	0.13	0.36	YES	-130	16,900	
159	WBD	390	815	2.09	1.09	0.52	NO	425	180,625			
159	WB2A		32									
159	WB2D		436									

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
201	SR 90 EB - West of I-405	Caltrans	EB	2,351	2,206	0.94	0.06	0.27	YES	-145	21,025
202	SR 90 WB - West of I-405	Caltrans	WB	2,051	2,448	1.19	0.19	0.28	YES	397	157,609
203	I-105 EB - East of I-405	Caltrans	EB		7,525						
204	I-105 EB - East of Crenshaw	Caltrans	EB		8,756						
205	I-105 EB - East of Sepulveda	Caltrans	EB	1,247	2,536	2.03	1.03	0.34	NO	1,289	1,661,521
206	I-105 WB - East of I-405	Caltrans	WB		8,440						
207	I-105 WB - East of Crenshaw	Caltrans	WB		8,731						
208	I-105 WB - East of Sepulveda	Caltrans	WB		4,484						
209	I-405 NB - North of La Tijera	Caltrans	NB	9,434	9,987	1.06	0.06	0.14	YES	553	305,809
210	I-405 NB - North of Venice	Caltrans	NB	8,732	9,350	1.07	0.07	0.14	YES	618	381,924
211	I-405 NB - South of SR 90	Caltrans	NB	8,798	9,092	1.03	0.03	0.14	YES	294	86,436
212	I-405 NB - South of Rosecrans	Caltrans	NB		8,407						
213	I-405 SB - North of La Tijera	Caltrans	SB	9,304	9,282	1.00	0.00	0.14	YES	-22	484
214	I-405 SB - North of Venice	Caltrans	SB	8,678	8,657	1.00	0.00	0.14	YES	-21	441
215	I-405 SB - South of SR 90	Caltrans	SB	8,866	8,920	1.01	0.01	0.14	YES	54	2,916
216	I-405 SB - South of Rosecrans	Caltrans	SB		7,676						
301	I-405 NB Off-Ramp to SR 90	Caltrans	NB	772	1,228	1.59	0.59	0.41	NO	456	207,936
302	I-405 NB Off-Ramp to SR 105	Caltrans	NB	1,918	2,679	1.40	0.40	0.28	NO	761	579,121
303	I-405 NB Off-Ramp to Braddock	Caltrans	NB	452	411	0.91	0.09	0.52	YES	-41	1,681
304	I-405 NB Off-Ramp to Century	Caltrans	NB		606						
305	I-405 NB Off-Ramp to EB Rosecrans	Caltrans	NB	716	792	1.11	0.11	0.44	YES	76	5,776
306	I-405 NB Off-Ramp to El Segundo	Caltrans	NB	697	438	0.63	0.37	0.44	YES	-259	67,081
307	I-405 NB Off-Ramp to Hughes	Caltrans	NB	215	58	0.27	0.73	0.63	NO	-157	24,649
308	I-405 NB Off-Ramp to Imperial	Caltrans	NB		368						
309	I-405 NB Off-Ramp to Jefferson	Caltrans	NB		560						
310	I-405 NB Off-Ramp to La Cienega	Caltrans	NB	1,181	509	0.43	0.57	0.34	NO	-672	451,584
311	I-405 NB Off-Ramp to La Tijera	Caltrans	NB		787						
312	I-405 NB Off-Ramp to Manchester	Caltrans	NB		186						
313	I-405 NB Off-Ramp to Sepulveda	Caltrans	NB	430	589	1.37	0.37	0.52	YES	159	25,281
314	I-405 NB Off-Ramp to Venice/Washington	Caltrans	NB	563	644	1.14	0.14	0.48	YES	81	6,561
315	I-405 NB On-Ramp from EB SR 90	Caltrans	NB	827	524	0.63	0.37	0.41	YES	-303	91,809
316	I-405 NB On-Ramp from Century	Caltrans	NB		469						
317	I-405 NB On-Ramp from Culver	Caltrans	NB	243	321	1.32	0.32	0.63	YES	78	6,084
318	I-405 NB On-Ramp from EB SR 105	Caltrans	NB	500	510	1.02	0.02	0.48	YES	10	100
319	I-405 NB On-Ramp from El Segundo	Caltrans	NB		141						
320	I-405 NB On-Ramp from EB Rosecrans	Caltrans	NB	869	879	1.01	0.01	0.41	YES	10	100
322	I-405 NB On-Ramp from Hughes	Caltrans	NB	727	397	0.55	0.45	0.44	NO	-330	108,900
323	I-405 NB On-Ramp from Jefferson	Caltrans	NB		844						
325	I-405 NB On-Ramp from La Tijera	Caltrans	NB		931						
326	I-405 NB On-Ramp from Manchester	Caltrans	NB		754						
327	I-405 NB On-Ramp from Sawtelle	Caltrans	NB	250	261	1.04	0.04	0.58	YES	11	121
328	I-405 NB On-Ramp from Venice/Washington	Caltrans	NB	775	752	0.97	0.03	0.41	YES	-23	529
329	I-405 NB On-Ramp from WB SR 105	Caltrans	NB	1,696	2,706	1.60	0.60	0.29	NO	1,010	1,020,100
330	I-405 NB On-Ramp from WB Rosecrans	Caltrans	NB	727	573	0.79	0.21	0.44	YES	-154	23,716
331	I-405 SB Off-Ramp to SR 90	Caltrans	SB	1,710	911	0.53	0.47	0.29	NO	-799	638,401
332	I-405 SB Off-Ramp to SR 105	Caltrans	SB	2,435	2,979	1.22	0.22	0.26	YES	544	295,936
333	I-405 SB Off-Ramp to Century	Caltrans	SB	1,416	519	0.37	0.63	0.31	NO	-897	804,609

#	Location	Jurisdiction	Leg	MD Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
334	I-405 SB Off-Ramp to Culver	Caltrans	SB	590	525	0.89	0.11	0.48	YES	-65	4,225
335	I-405 SB Off-Ramp to EB Rosecrans	Caltrans	SB	625	329	0.53	0.47	0.44	NO	-296	87,616
336	I-405 SB Off-Ramp to El Segundo	Caltrans	SB	517	602	1.16	0.16	0.48	YES	85	7,225
337	I-405 SB Off-Ramp to Hughes	Caltrans	SB	808	784	0.97	0.03	0.41	YES	-24	576
338	I-405 SB Off-Ramp to Jefferson	Caltrans	SB		806						
339	I-405 SB Off-Ramp to La Tijera	Caltrans	SB		783						
340	I-405 SB Off-Ramp to Manchester	Caltrans	SB	721	818	1.13	0.13	0.44	YES	97	9,409
341	I-405 SB Off-Ramp to Venice/Washington	Caltrans	SB	629	851	1.35	0.35	0.44	YES	222	49,284
342	I-405 SB Off-Ramp to WB Rosecrans	Caltrans	SB	875	851	0.97	0.03	0.38	YES	-24	576
343	I-405 SB On-Ramp from SR 90	Caltrans	SB	1,010	1,255	1.24	0.24	0.36	YES	245	60,025
344	I-405 SB On-Ramp from SR 105	Caltrans	SB	1,637	2,167	1.32	0.32	0.29	NO	530	280,900
345	I-405 SB On-Ramp from Braddock	Caltrans	SB	341	421	1.23	0.23	0.58	YES	80	6,400
346	I-405 SB On-Ramp from EB El Segundo	Caltrans	SB	517	276	0.53	0.47	0.48	YES	-241	58,081
347	I-405 SB On-Ramp from EB Imperial/La Cienega	Caltrans	SB	109	22	0.20	0.80	0.68	NO	-87	7,569
348	I-405 SB On-Ramp from WB El Segundo	Caltrans	SB	238	86	0.36	0.64	0.63	NO	-152	23,104
349	I-405 SB On-Ramp from Hughes	Caltrans	SB	435	348	0.80	0.20	0.52	YES	-87	7,569
350	I-405 SB On-Ramp from Jefferson	Caltrans	SB		628						
324	I-405 SB On-Ramp from La Cienega	Caltrans	SB	1,242	886	0.71	0.29	0.34	YES	-356	126,736
351	I-405 SB On-Ramp from La Tijera	Caltrans	SB		586						
352	I-405 SB On-Ramp from Manchester	Caltrans	SB	1,018	502	0.49	0.51	0.36	NO	-516	266,256
353	I-405 SB On-Ramp from Rosecrans/Hindry	Caltrans	SB	808	591	0.73	0.27	0.41	YES	-217	47,089
354	I-405 SB On-Ramp from Venice/Washington	Caltrans	SB	569	825	1.45	0.45	0.48	YES	256	65,536
355	I-405 SB On-Ramp from WB Imperial/La Cienega	Caltrans	SB		507						
Total				1,019,012	976,802					Model/Count Ratio = 0.96	
Duplicate count from intersection counts Count seemed to be inaccurate						Percent Within Caltrans Maximum Deviation = 82%		> 75%			
						Percent Root Mean Square Error = 32%		< 40%			
						Correlation Coefficient = 0.94		> 0.88			

Existing Model Static Validation Results (AM Peak Hour)

TBIT Model Static Validation Results: PM Peak Hour Directional Traffic Volumes

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
1	Admiralty Way (N/S) and Bali Way (E/W)	LA County	NBA	1,123	672	0.60	0.40	0.36	NO	-451	203,401	
			NBD	1,209	828	0.68	0.32	0.34	YES	-381	145,161	
			SBA	1,413	1,187	0.84	0.16	0.31	YES	-226	51,076	
			SBD	1,388	1,024	0.74	0.26	0.31	YES	-364	132,496	
			EBA		544							
			EBD		454							
			WBA	487	218	0.45	0.55	0.52	NO	-269	72,361	
			WBD	385	315	0.82	0.18	0.52	YES	-70	4,900	
2	Admiralty Way (N/S) and Fiji Way (E/W)	LA County	NBA									
			NBD									
			SBA	1,092	565	0.52	0.48	0.36	NO	-527	277,729	
			SBD	583	534	0.92	0.08	0.48	YES	-49	2,401	
			EBA	252	248	0.98	0.02	0.58	YES	-4	16	
			EBD	319	100	0.31	0.69	0.58	NO	-219	47,961	
			WBA	680	636	0.94	0.06	0.44	YES	-44	1,936	
			WBD	1,122	812	0.72	0.28	0.36	YES	-310	96,100	
3	Admiralty Way (N/S) and Mindanao Way (E/W)	LA County	NBA	747	534	0.71	0.29	0.44	YES	-213	45,369	
			NBD	1,332	565	0.42	0.58	0.33	NO	-767	588,289	
			SBA	1,260	828	0.66	0.34	0.33	NO	-432	186,624	
			SBD	1,104	672	0.61	0.39	0.36	NO	-432	186,624	
			EBA		507							
			EBD		427							
			WBA	920	605	0.66	0.34	0.38	YES	-315	99,225	
			WBD	463	829	1.79	0.79	0.52	NO	366	133,956	
4	Admiralty Way (E/W) and Palawan Way (N/S)	LA County	NBA		685							
			NBD		607							
			SBA	462	305	0.66	0.34	0.52	YES	-157	24,649	
			SBD		411							
			EBA	969	745	0.77	0.23	0.38	YES	-224	50,176	
			EBD	1,178	552	0.47	0.53	0.34	NO	-626	391,876	
			WBA	1,171	1,024	0.87	0.13	0.34	YES	-147	21,609	
			WBD	1,205	1,187	0.99	0.01	0.34	YES	-18	324	
5	Admiralty Way (E/W) and Via Marina (N/S)	LA County	NBA	746	1,025	1.37	0.37	0.44	YES	279	77,841	
			NBD	1,036	982	0.95	0.05	0.36	YES	-54	2,916	
			SBA	908	817	0.90	0.10	0.38	YES	-91	8,281	
			SBD	713	667	0.94	0.06	0.44	YES	-46	2,116	
			EBA									
			EBD									
			WBA	1,079	552	0.51	0.49	0.36	NO	-527	277,729	
			WBD	984	745	0.76	0.24	0.38	YES	-239	57,121	
6	Airport Bl and Arbor Vitae St / Westchester Pky	LA	NBA	1,278	1,247	0.98	0.02	0.33	YES	-31	961	
			NBD	767	1,097	1.43	0.43	0.41	NO	330	108,900	
			SBA	726	943	1.30	0.30	0.44	YES	217	47,089	
			SBD	1,162	1,061	0.91	0.09	0.34	YES	-101	10,201	
			EBA	700	604	0.86	0.14	0.44	YES	-96	9,216	
			EBD	698	524	0.75	0.25	0.44	YES	-174	30,276	
			WBA	714	641	0.90	0.10	0.44	YES	-73	5,329	
			WBD	791	753	0.95	0.05	0.41	YES	-38	1,444	
7	Airport Blvd and Century Blvd	LA	NBA									
			NBD									
			SBA	870	1,028	1.18	0.18	0.41	YES	158	24,964	
			SBD	860	911	1.06	0.06	0.41	YES	51	2,601	
			EBA	1,939	1,937	1.00	0.00	0.28	YES	-2	4	
			EBD	1,612	683	0.42	0.58	0.30	NO	-929	863,041	
			WBA	1,643	443	0.27	0.73	0.29	NO	-1,200	1,440,000	
			WBD	2,001	1,851	0.93	0.07	0.28	YES	-150	22,500	

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
8	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	NBA	964	873	0.91	0.09	0.38	YES	-91	8,281	
8			NBD	637	858	1.35	0.35	0.44	YES	221	48,841	
8			SBA		332							
8			SBD		372							
8			EBA	759	830	1.09	0.09	0.41	YES	71	5,041	
8			EBD	765	660	0.86	0.14	0.41	YES	-105	11,025	
8			WBA	1,267	1,165	0.92	0.08	0.33	YES	-102	10,404	
8			WBD	1,583	1,308	0.83	0.17	0.30	YES	-275	75,625	
9	Airport Blvd and Manchester Ave	LA	NBA	1,166	1,037	0.89	0.11	0.34	YES	-129	16,641	
9			NBD	689	960	1.39	0.39	0.44	YES	271	73,441	
9			SBA	679	857	1.26	0.26	0.44	YES	178	31,684	
9			SBD	985	886	0.90	0.10	0.38	YES	-99	9,801	
9			EBA	1,525	1,370	0.90	0.10	0.30	YES	-155	24,025	
9			EBD	1,154	1,109	0.96	0.04	0.34	YES	-45	2,025	
9			WBA	1,206	862	0.71	0.29	0.34	YES	-344	118,336	
9			WBD	1,748	1,216	0.70	0.30	0.29	NO	-532	283,024	
10	Arbor Vitae St and Aviation Blvd	Inglewood / LA	NBA	955	927	0.97	0.03	0.38	YES	-28	784	
10			NBD	809	1,076	1.33	0.33	0.41	YES	267	71,289	
10			SBA	566	870	1.54	0.54	0.48	NO	304	92,416	
10			SBD	799	1,038	1.30	0.30	0.41	YES	239	57,121	
10			EBA	1,186	1,215	1.02	0.02	0.34	YES	29	841	
10			EBD	680	809	1.19	0.19	0.44	YES	129	16,641	
10			WBA	520	357	0.69	0.31	0.48	YES	-163	26,569	
10			WBD	939	448	0.48	0.52	0.38	NO	-491	241,081	
11	Arbor Vitae St and Inglewood Ave	Inglewood	NBA	507	427	0.84	0.16	0.48	YES	-80	6,400	
11			NBD	544	422	0.78	0.22	0.48	YES	-122	14,884	
11			SBA	397	464	1.17	0.17	0.52	YES	67	4,489	
11			SBD	345	398	1.15	0.15	0.58	YES	53	2,809	
11			EBA	727	476	0.65	0.35	0.44	YES	-251	63,001	
11			EBD	434	330	0.76	0.24	0.52	YES	-104	10,816	
11			WBA	424	249	0.59	0.41	0.52	YES	-175	30,625	
11			WBD	732	468	0.64	0.36	0.44	YES	-264	69,696	
12	Arbor Vitae St and La Brea Ave	Inglewood	NBA	922	773	0.84	0.16	0.38	YES	-149	22,201	
12			NBD	1,156	1,095	0.95	0.05	0.34	YES	-61	3,721	
12			SBA	1,026	1,338	1.30	0.30	0.36	YES	312	97,344	
12			SBD	760	1,056	1.39	0.39	0.41	YES	296	87,616	
12			EBA	713	600	0.84	0.16	0.44	YES	-113	12,769	
12			EBD	477	365	0.77	0.23	0.52	YES	-112	12,544	
12			WBA	316	251	0.79	0.21	0.58	YES	-65	4,225	
12			WBD	584	514	0.88	0.12	0.48	YES	-70	4,900	
13	Arbor Vitae St and La Cienega Blvd	Inglewood / LA	NBA	747	831	1.11	0.11	0.44	YES	84	7,056	
13			NBD	856	1,048	1.22	0.22	0.41	YES	192	36,864	
13			SBA	701	1,016	1.45	0.45	0.44	NO	315	99,225	
13			SBD	565	890	1.58	0.58	0.48	NO	325	105,625	
13			EBA	835	493	0.59	0.41	0.41	YES	-342	116,964	
13			EBD	441	350	0.79	0.21	0.52	YES	-91	8,281	
13			WBA	410	444	1.08	0.08	0.52	YES	34	1,156	
13			WBD	831	499	0.60	0.40	0.41	YES	-332	110,224	
14	Aviation Blvd and Century Blvd	LA	NBA	1,186	974	0.82	0.18	0.34	YES	-212	44,944	
14			NBD	1,033	1,509	1.46	0.46	0.36	NO	476	226,576	
14			SBA	756	997	1.32	0.32	0.41	YES	241	58,081	
14			SBD	901	974	1.08	0.08	0.38	YES	73	5,329	
14			EBA	2,276	2,795	1.23	0.23	0.27	YES	519	269,361	
14			EBD	1,792	970	0.54	0.46	0.29	NO	-822	675,684	
14			WBA	1,439	682	0.47	0.53	0.31	NO	-757	573,049	
14			WBD	1,931	1,994	1.03	0.03	0.28	YES	63	3,969	

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
15	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	937	963	1.03	0.03	0.38	YES	26	676	
15			NBD	1,830	1,085	0.59	0.41	0.29	NO	-745	555,025	
15			SBA	1,273	1,065	0.84	0.16	0.33	YES	-208	43,264	
15			SBD	802	940	1.17	0.17	0.41	YES	138	19,044	
15			EBA	2,263	1,421	0.63	0.37	0.27	NO	-842	708,964	
15			EBD	885	1,293	1.46	0.46	0.38	NO	408	166,464	
15			WBA	1,154	1,620	1.40	0.40	0.34	NO	466	217,156	
15			WBD	2,110	1,740	0.82	0.18	0.28	YES	-370	136,900	
16	Aviation Blvd and Imperial Highway	LA	NBA	971	683	0.70	0.30	0.38	YES	-288	82,944	
16			NBD	1,122	828	0.74	0.26	0.36	YES	-294	86,436	
16			SBA	1,117	1,427	1.28	0.28	0.36	YES	310	96,100	
16			SBD	1,029	1,012	0.98	0.02	0.36	YES	-17	289	
16			EBA	1,591	1,259	0.79	0.21	0.30	YES	-332	110,224	
16			EBD	688	971	1.41	0.41	0.44	YES	283	80,089	
16			WBA	955	1,174	1.23	0.23	0.38	YES	219	47,961	
16			WBD	1,795	1,730	0.96	0.04	0.29	YES	-65	4,225	
17	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBA	722	1,061	1.47	0.47	0.44	NO	339	114,921	
17			NBD	566	942	1.66	0.66	0.48	NO	376	141,376	
17			SBA	565	573	1.01	0.01	0.48	YES	8	64	
17			SBD	646	953	1.48	0.48	0.44	NO	307	94,249	
17			EBA	1,550	1,704	1.10	0.10	0.30	YES	154	23,716	
17			EBD	1,213	1,135	0.94	0.06	0.34	YES	-78	6,084	
17			WBA	824	797	0.97	0.03	0.41	YES	-27	729	
17			WBD	1,236	1,153	0.93	0.07	0.34	YES	-83	6,889	
18	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	NBA	1,351	1,772	1.31	0.31	0.33	YES	421	177,241	
18			NBD	2,355	2,322	0.99	0.01	0.27	YES	-33	1,089	
18			SBA	2,173	1,141	0.53	0.47	0.27	NO	-1,032	1,065,024	
18			SBD	925	952	1.03	0.03	0.38	YES	27	729	
18			EBA	2,294	1,892	0.82	0.18	0.27	YES	-402	161,604	
18			EBD	1,598	1,319	0.83	0.17	0.30	YES	-279	77,841	
18			WBA	1,641	2,068	1.26	0.26	0.29	YES	427	182,329	
18			WBD	2,581	2,275	0.88	0.12	0.26	YES	-306	93,636	
19	Aviation Blvd and 111th St	LA	NBA	980	1,017	1.04	0.04	0.38	YES	37	1,369	
19			NBD	1,220	1,423	1.17	0.17	0.34	YES	203	41,209	
19			SBA	1,294	1,428	1.10	0.10	0.33	YES	134	17,956	
19			SBD	1,063	992	0.93	0.07	0.36	YES	-71	5,041	
19			EBA		166							
19			EBD		110							
19			WBA		82							
19			WBD		286	164	0.57	0.43	0.58	YES	-122	14,884
20	Aviation Blvd and 120th St	El Segundo / LA County	NBA	904	993	1.10	0.10	0.38	YES	89	7,921	
20			NBD	1,124	838	0.75	0.25	0.36	YES	-286	81,796	
20			SBA	1,158	810	0.70	0.30	0.34	YES	-348	121,104	
20			SBD	790	650	0.82	0.18	0.41	YES	-140	19,600	
20			EBA									
20			EBD									
20			WBA		172							
20			WBD		501	484	0.97	0.03	0.48	YES	-17	289
21	Bali Way and Lincoln Blvd	Caltrans / LA / LA County	NBA	1,585	1,263	0.80	0.20	0.30	YES	-322	103,684	
21			NBD	1,547	1,297	0.84	0.16	0.30	YES	-250	62,500	
21			SBA	1,876	1,446	0.77	0.23	0.28	YES	-430	184,900	
21			SBD	1,761	1,540	0.87	0.13	0.29	YES	-221	48,841	
21			EBA	371	315	0.85	0.15	0.58	YES	-56	3,136	
21			EBD	480	218	0.45	0.55	0.52	NO	-262	68,644	
21			WBA		88							
21			WBD		61							

#	Location	Jurisdiction	Leg	PM Peak Hour									
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		
22	Bluff Creek Dr and Lincoln Blvd	Caltrans / LA	NBA										
22			NBD										
22			SBA										
22			SBD										
22			EBA										
22			EBD										
22			WBA										
22			WBD										
23	Campus Center Dr / Centinela Ave & Jefferson Bl	LA	NBA										
23			NBD										
23			SBA	1,058	858	0.81	0.19	0.36	YES	-200	40,000		
23			SBD	980	656	0.67	0.33	0.38	YES	-324	104,976		
23			EBA	1,550	1,916	1.24	0.24	0.30	YES	366	133,956		
23			EBD	1,176	1,183	1.01	0.01	0.34	YES	7	49		
23			WBA	1,205	1,024	0.85	0.15	0.34	YES	-181	32,761		
23			WBD	1,677	1,960	1.17	0.17	0.29	YES	283	80,089		
24	Centinela Ave and Culver Blvd	LA	NBA	1,599	1,196	0.75	0.25	0.30	YES	-403	162,409		
24			NBD	1,550	1,365	0.88	0.12	0.30	YES	-185	34,225		
24			SBA	1,781	1,480	0.83	0.17	0.29	YES	-301	90,601		
24			SBD	1,711	1,292	0.76	0.24	0.29	YES	-419	175,561		
24			EBA	589	972	1.65	0.65	0.48	NO	383	146,689		
24			EBD	915	805	0.88	0.12	0.38	YES	-110	12,100		
24			WBA	841	784	0.93	0.07	0.41	YES	-57	3,249		
24			WBD	634	945	1.49	0.49	0.44	NO	311	96,721		
25			Centinela Ave and La Brea Ave	Inglewood	NBA	1,135	1,013	0.89	0.11	0.34	YES	-122	14,884
25					NBD	1,256	995	0.79	0.21	0.33	YES	-261	68,121
25	SBA	1,486			1,286	0.87	0.13	0.31	YES	-200	40,000		
25	SBD	1,285			1,264	0.98	0.02	0.33	YES	-21	441		
25	EBA	1,371			1,201	0.88	0.12	0.33	YES	-170	28,900		
25	EBD	860			1,022	1.19	0.19	0.41	YES	162	26,244		
25	WBA	826			971	1.18	0.18	0.41	YES	145	21,025		
25	WBD	1,417			1,187	0.84	0.16	0.31	YES	-230	52,900		
26	Centinela Ave and La Cienega Blvd	Inglewood / LA	NBA	2,753	1,828	0.66	0.34	0.25	NO	-925	855,625		
26			NBD	2,701	2,423	0.90	0.10	0.25	YES	-278	77,284		
26			SBA	2,619	2,496	0.95	0.05	0.26	YES	-123	15,129		
26			SBD	2,549	2,233	0.88	0.12	0.26	YES	-316	99,856		
26			EBA	1,139	1,534	1.35	0.35	0.34	NO	395	156,025		
26			EBD	842	861	1.02	0.02	0.41	YES	19	361		
26			WBA	921	960	1.04	0.04	0.38	YES	39	1,521		
26			WBD	1,340	1,293	0.96	0.04	0.33	YES	-47	2,209		
27	Centinela Ave (E/W) and La Tijera Blvd (N/S)	LA	NBA	1,549	1,534	0.99	0.01	0.30	YES	-15	225		
27			NBD	1,118	1,402	1.25	0.25	0.36	YES	284	80,656		
27			SBA	1,179	1,326	1.12	0.12	0.34	YES	147	21,609		
27			SBD	1,227	1,587	1.29	0.29	0.34	YES	360	129,600		
27			EBA	841	1,527	1.82	0.82	0.41	NO	686	470,596		
27			EBD	1,005	736	0.73	0.27	0.36	YES	-269	72,361		
27			WBA	857	793	0.93	0.07	0.41	YES	-64	4,096		
27			WBD	1,076	1,455	1.35	0.35	0.36	YES	379	143,641		
28	Centinela Ave and Sepulveda Blvd	Culver City	NBA	2,039	2,327	1.14	0.14	0.28	YES	288	82,944		
28			NBD	2,465	2,478	1.01	0.01	0.26	YES	13	169		
28			SBA	1,511	1,842	1.22	0.22	0.30	YES	331	109,561		
28			SBD	1,456	1,950	1.34	0.34	0.31	NO	494	244,036		
28			EBA	1,638	2,129	1.30	0.30	0.29	NO	491	241,081		
28			EBD	1,002	1,289	1.29	0.29	0.36	YES	287	82,369		
28			WBA	820	580	0.71	0.29	0.41	YES	-240	57,600		
28			WBD	1,085	1,166	1.07	0.07	0.36	YES	81	6,561		

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
29	Centinela Ave and Venice Blvd	LA	NBA	1,625	1,140	0.70	0.30	0.29	NO	-485	235,225	
29			NBD	1,707	1,266	0.74	0.26	0.29	YES	-441	194,481	
29			SBA	1,513	1,262	0.83	0.17	0.30	YES	-251	63,001	
29			SBD	1,675	1,317	0.79	0.21	0.29	YES	-358	128,164	
29			EBA	1,277	1,618	1.27	0.27	0.33	YES	341	116,281	
29			EBD	1,484	1,504	1.01	0.01	0.31	YES	20	400	
29			WBA	1,756	1,625	0.93	0.07	0.29	YES	-131	17,161	
29			WBD	1,305	1,494	1.14	0.14	0.33	YES	189	35,721	
30	Centinela Ave and Washington Blvd	Culver City	NBA	1,687	1,185	0.70	0.30	0.29	NO	-502	252,004	
30			NBD	1,762	1,455	0.83	0.17	0.29	YES	-307	94,249	
30			SBA	1,708	1,271	0.74	0.26	0.29	YES	-437	190,969	
30			SBD	1,612	1,216	0.75	0.25	0.30	YES	-396	156,816	
30			EBA	815	1,053	1.29	0.29	0.41	YES	238	56,644	
30			EBD	902	763	0.85	0.15	0.38	YES	-139	19,321	
30			WBA	912	645	0.71	0.29	0.38	YES	-267	71,289	
30			WBD	846	719	0.85	0.15	0.41	YES	-127	16,129	
31	Centinela Ave and Washington Place	Culver City / LA	NBA	1,702	1,216	0.71	0.29	0.29	YES	-486	236,196	
31			NBD	1,696	1,271	0.75	0.25	0.29	YES	-425	180,625	
31			SBA	1,728	1,267	0.73	0.27	0.29	YES	-461	212,521	
31			SBD	1,666	1,138	0.68	0.32	0.29	NO	-528	278,784	
31			EBA	921	835	0.91	0.09	0.38	YES	-86	7,396	
31			EBD	991	954	0.96	0.04	0.38	YES	-37	1,369	
31			WBA	912	769	0.84	0.16	0.38	YES	-143	20,449	
31			WBD	910	724	0.80	0.20	0.38	YES	-186	34,596	
32	Centinela Ave and SR-90 EB Ramps	Caltrans / LA	NBA	986	692	0.70	0.30	0.38	YES	-294	86,436	
32			NBD	1,106	889	0.80	0.20	0.36	YES	-217	47,089	
32			SBA	1,688	1,357	0.80	0.20	0.29	YES	-331	109,561	
32			SBD	833	509	0.61	0.39	0.41	YES	-324	104,976	
32			EBA		24							
32			EBD									
32			WBA									
32			WBD	852	692	0.81	0.19	0.41	YES	-160	25,600	
33	Centinela Ave and SR-90 WB Ramps / Sanford St	Caltrans / LA	NBA	802	509	0.63	0.37	0.41	YES	-293	85,849	
33			NBD	1,689	1,357	0.80	0.20	0.29	YES	-332	110,224	
33			SBA	1,521	1,287	0.85	0.15	0.30	YES	-234	54,756	
33			SBD	1,461	1,168	0.80	0.20	0.31	YES	-293	85,849	
33			EBA									
33			EBD		9							
33			WBA	923	757	0.82	0.18	0.38	YES	-166	27,556	
33			WBD		0							
34	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	NBA	1,067	1,180	1.11	0.11	0.36	YES	113	12,769	
34			NBD	1,344	1,641	1.22	0.22	0.33	YES	297	88,209	
34			SBA	1,237	1,182	0.96	0.04	0.34	YES	-55	3,025	
34			SBD	975	785	0.81	0.19	0.38	YES	-190	36,100	
34			EBA	1,437	1,880	1.31	0.31	0.31	YES	443	196,249	
34			EBD	1,006	1,195	1.19	0.19	0.36	YES	189	35,721	
34			WBA	1,006	923	0.92	0.08	0.36	YES	-83	6,889	
34			WBD	1,422	1,554	1.09	0.09	0.31	YES	132	17,424	
35	Century Blvd and Inglewood Ave	Inglewood	NBA	444	398	0.90	0.10	0.52	YES	-46	2,116	
35			NBD	576	527	0.91	0.09	0.48	YES	-49	2,401	
35			SBA	524	358	0.68	0.32	0.48	YES	-166	27,556	
35			SBD	528	478	0.91	0.09	0.48	YES	-50	2,500	
35			EBA	1,607	2,153	1.34	0.34	0.30	NO	546	298,116	
35			EBD	975	1,068	1.10	0.10	0.38	YES	93	8,649	
35			WBA	989	1,095	1.11	0.11	0.38	YES	106	11,236	
35			WBD	1,485	1,931	1.30	0.30	0.31	YES	446	198,916	

#	Location	Jurisdiction	Leg	PM Peak Hour									
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		
36	Century Blvd and La Cienega Blvd	Inglewood / LA / County of LA	NBA	1,099	906	0.82	0.18	0.36	YES	-193	37,249		
36			NBD	1,490	1,807	1.21	0.21	0.31	YES	317	100,489		
36			SBA	1,340	1,614	1.20	0.20	0.33	YES	274	75,076		
36			SBD	716	933	1.30	0.30	0.44	YES	217	47,089		
36			EBA	2,240	2,090	0.93	0.07	0.27	YES	-150	22,500		
36			EBD	1,392	680	0.49	0.51	0.31	NO	-712	506,944		
36			WBA	1,130	1,106	0.98	0.02	0.34	YES	-24	576		
36			WBD	2,211	2,290	1.04	0.04	0.27	YES	79	6,241		
37			Century Blvd and Prairie Ave	Inglewood	NBA	1,087	1,163	1.07	0.07	0.36	YES	76	5,776
37					NBD	1,688	1,305	0.77	0.23	0.29	YES	-383	146,689
37	SBA	1,723			1,529	0.89	0.11	0.29	YES	-194	37,636		
37	SBD	1,225			1,336	1.09	0.09	0.34	YES	111	12,321		
37	EBA	1,358			1,544	1.14	0.14	0.33	YES	186	34,596		
37	EBD	988			899	0.91	0.09	0.38	YES	-89	7,921		
37	WBA	1,260			939	0.75	0.25	0.33	YES	-321	103,041		
37	WBD	1,527			1,564	1.02	0.02	0.30	YES	37	1,369		
38	Century Blvd and Sepulveda Blvd	LA / Caltrans			NBA	3,455	4,081	1.18	0.18	0.24	YES	626	391,876
38					NBD	2,782	2,854	1.03	0.03	0.25	YES	72	5,184
38			SBA	2,467	2,966	1.20	0.20	0.26	YES	499	249,001		
38			SBD	3,738	3,117	0.83	0.17	0.23	YES	-621	385,641		
38			EBA										
38			EBD	267				0.58					
38			WBA	882	1,407	1.60	0.60	0.38	NO	525	275,625		
38			WBD										
39			Century Blvd and I-405 NB On/Off Ramps	Caltrans / Inglewood	NBA	837	465	0.56	0.44	0.41	NO	-372	138,384
39					NBD	616	0	0.00	1.00	0.48	NO	-616	379,456
39	SBA												
39	SBD												
39	EBA	2,189			2,145	0.98	0.02	0.27	YES	-44	1,936		
39	EBD	1,352			1,490	1.10	0.10	0.33	YES	138	19,044		
39	WBA	908			1,116	1.23	0.23	0.38	YES	208	43,264		
39	WBD	1,948			2,240	1.15	0.15	0.28	YES	292	85,264		
39	Century Blvd and I-405 NB On/Off Ramps	Caltrans / Inglewood			NBA								
39					NBD								
39			SBA										
39			SBD	278	530	1.91	0.91	0.58	NO	252	63,504		
39			EBA										
39			EBD	1,135	1,106	0.97	0.03	0.34	YES	-29	841		
39			WBA	1,413	1,490	1.05	0.05	0.31	YES	77	5,929		
39			WBD										
40			Culver Blvd and Duquesne Ave	Culver City	NBA	487	387	0.79	0.21	0.52	YES	-100	10,000
40					NBD	498	443	0.89	0.11	0.52	YES	-55	3,025
40	SBA	499			359	0.72	0.28	0.52	YES	-140	19,600		
40	SBD	390			291	0.75	0.25	0.52	YES	-99	9,801		
40	EBA	820			1,086	1.32	0.32	0.41	YES	266	70,756		
40	EBD	762			906	1.19	0.19	0.41	YES	144	20,736		
40	WBA	677			880	1.30	0.30	0.44	YES	203	41,209		
40	WBD	833			1,091	1.31	0.31	0.41	YES	258	66,564		
41	Culver Blvd and Jefferson Blvd	LA			NBA	872	562	0.64	0.36	0.41	YES	-310	96,100
41					NBD		402						
41			SBA										
41			SBD										
41			EBA	1,391	1,291	0.93	0.07	0.31	YES	-100	10,000		
41			EBD	1,899	1,725	0.91	0.09	0.28	YES	-174	30,276		
41			WBA	1,058	1,201	1.14	0.14	0.36	YES	143	20,449		
41			WBD	1,205	929	0.77	0.23	0.34	YES	-276	76,176		

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
42	Culver Blvd and Nicholson St	LA	NBA	595	578	0.97	0.03	0.48	YES	-17	289
42			NBD	794	651	0.82	0.18	0.41	YES	-143	20,449
42			SBA								
42			SBD								
42			EBA	772	713	0.92	0.08	0.41	YES	-59	3,481
42			EBD	1,220	1,074	0.88	0.12	0.34	YES	-146	21,316
42			WBA	1,948	1,725	0.89	0.11	0.28	YES	-223	49,729
42			WBD	1,301	1,291	0.99	0.01	0.33	YES	-10	100
43	Culver Blvd and Overland Ave	Culver City	NBA	1,719	1,286	0.75	0.25	0.29	YES	-433	187,489
43			NBD	1,788	1,278	0.71	0.29	0.29	YES	-510	260,100
43			SBA	1,717				0.29			
43			SBD	1,605				0.30			
43			EBA	900	876	0.97	0.03	0.38	YES	-24	576
43			EBD	811	784	0.97	0.03	0.41	YES	-27	729
43			WBA	831	832	1.00	0.00	0.41	YES	1	1
43			WBD	963	949	0.99	0.01	0.38	YES	-14	196
44	Culver Blvd and Sawtelle Blvd	Culver City	NBA		795						
44			NBD	643	882	1.37	0.37	0.44	YES	239	57,121
44			SBA	650	1,078	1.66	0.66	0.44	NO	428	183,184
44			SBD	328	919	2.80	1.80	0.58	NO	591	349,281
44			EBA	781	1,056	1.35	0.35	0.41	YES	275	75,625
44			EBD	558	1,162	2.08	1.08	0.48	NO	604	364,816
44			WBA	650	840	1.29	0.29	0.44	YES	190	36,100
44			WBD	796	803	1.01	0.01	0.41	YES	7	49
45	Culver Blvd and Sepulveda Blvd	Culver City	NBA	641	859	1.34	0.34	0.44	YES	218	47,524
45			NBD	660	785	1.19	0.19	0.44	YES	125	15,625
45			SBA	539	696	1.29	0.29	0.48	YES	157	24,649
45			SBD	712	759	1.07	0.07	0.44	YES	47	2,209
45			EBA	804	804	1.00	0.00	0.41	YES	0	0
45			EBD	613	871	1.42	0.42	0.48	YES	258	66,564
45			WBA	746	1,014	1.36	0.36	0.44	YES	268	71,824
45			WBD	745	985	1.32	0.32	0.44	YES	240	57,600
46	Douglas St and El Segundo Blvd	El Segundo	NBA	700	580	0.83	0.17	0.44	YES	-120	14,400
46			NBD	812	893	1.10	0.10	0.41	YES	81	6,561
46			SBA	523	548	1.05	0.05	0.48	YES	25	625
46			SBD	567	825	1.46	0.46	0.48	YES	258	66,564
46			EBA	2,232	1,579	0.71	0.29	0.27	NO	-653	426,409
46			EBD	836	862	1.03	0.03	0.41	YES	26	676
46			WBA	928	1,293	1.39	0.39	0.38	NO	365	133,225
46			WBD	2,168	1,421	0.66	0.34	0.27	NO	-747	558,009
47	Douglas St and Imperial Highway	El Segundo / LA	NBA	625	610	0.98	0.02	0.44	YES	-15	225
47			NBD		536						
47			SBA		116						
47			SBD		74						
47			EBA	1,107	707	0.64	0.36	0.36	NO	-400	160,000
47			EBD	800	617	0.77	0.23	0.41	YES	-183	33,489
47			WBA	657	1,033	1.57	0.57	0.44	NO	376	141,376
47			WBD	1,546	1,215	0.79	0.21	0.30	YES	-331	109,561
48	Douglas St and Mariposa Ave	El Segundo	NBA	712	876	1.23	0.23	0.44	YES	164	26,896
48			NBD	392	486	1.24	0.24	0.52	YES	94	8,836
48			SBA	286	333	1.16	0.16	0.58	YES	47	2,209
48			SBD	838	870	1.04	0.04	0.41	YES	32	1,024
48			EBA	430	412	0.96	0.04	0.52	YES	-18	324
48			EBD		286						
48			WBA								
48			WBD								

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
49	Douglas St and Rosecrans Ave	El Segundo / Manhattan Beach	NBA								
49			NBD	320				0.58			
49			SBA	641	1,024	1.60	0.60	0.44	NO	383	146,689
49			SBD	285	353	1.24	0.24	0.58	YES	68	4,624
49			EBA	2,055	1,159	0.56	0.44	0.28	NO	-896	802,816
49			EBD	1,766	1,248	0.71	0.29	0.29	NO	-518	268,324
49			WBA	1,705	1,319	0.77	0.23	0.29	YES	-386	148,996
49			WBD	2,233	1,892	0.85	0.15	0.27	YES	-341	116,281
50	Duquesne Ave and Jefferson Blvd	Culver City	NBA								
50			NBD								
50			SBA	482	515	1.07	0.07	0.52	YES	33	1,089
50			SBD	469	569	1.21	0.21	0.52	YES	100	10,000
50			EBA	1,617	1,229	0.76	0.24	0.30	YES	-388	150,544
50			EBD	1,009	1,002	0.99	0.01	0.36	YES	-7	49
50			WBA	985	1,180	1.20	0.20	0.38	YES	195	38,025
50			WBD	1,586	1,353	0.85	0.15	0.30	YES	-233	54,289
51	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	1,438	1,035	0.72	0.28	0.31	YES	-403	162,409
51			NBD	1,786	1,293	0.72	0.28	0.29	YES	-493	243,049
51			SBA	1,674	1,252	0.75	0.25	0.29	YES	-422	178,084
51			SBD	1,271	1,049	0.83	0.17	0.33	YES	-222	49,284
51			EBA	1,666	1,381	0.83	0.17	0.29	YES	-285	81,225
51			EBD	995	923	0.93	0.07	0.38	YES	-72	5,184
51			WBA	998	1,021	1.02	0.02	0.38	YES	23	529
51			WBD	1,724	1,448	0.84	0.16	0.29	YES	-276	76,176
52	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	902	840	0.93	0.07	0.38	YES	-62	3,844
52			NBD	1,226	991	0.81	0.19	0.34	YES	-235	55,225
52			SBA	898	762	0.85	0.15	0.38	YES	-136	18,496
52			SBD	1,050	676	0.64	0.36	0.36	YES	-374	139,876
52			EBA	2,002	1,222	0.61	0.39	0.28	NO	-780	608,400
52			EBD	744	603	0.81	0.19	0.44	YES	-141	19,881
52			WBA	896	727	0.81	0.19	0.38	YES	-169	28,561
52			WBD	1,678	1,277	0.76	0.24	0.29	YES	-401	160,801
53	El Segundo Blvd and La Cienega Blvd	Hawthorne / LA County	NBA								
53			NBD								
53			SBA	1,345	975	0.72	0.28	0.33	YES	-370	136,900
53			SBD	314	573	1.82	0.82	0.58	NO	259	67,081
53			EBA	1,599	1,582	0.99	0.01	0.30	YES	-17	289
53			EBD	936	1,353	1.45	0.45	0.38	NO	417	173,889
53			WBA	790	952	1.21	0.21	0.41	YES	162	26,244
53			WBD	2,484	1,585	0.64	0.36	0.26	NO	-899	808,201
54	El Segundo Blvd and Nash St	El Segundo	NBA	277	690	2.49	1.49	0.58	NO	413	170,569
54			NBD		208						
54			SBA	497	180	0.36	0.64	0.52	NO	-317	100,489
54			SBD		126						
54			EBA	1,659	902	0.54	0.46	0.29	NO	-757	573,049
54			EBD	904	785	0.87	0.13	0.38	YES	-119	14,161
54			WBA	879	851	0.97	0.03	0.38	YES	-28	784
54			WBD	2,213	1,506	0.68	0.32	0.27	NO	-707	499,849
55	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	2,025	1,620	0.80	0.20	0.28	YES	-405	164,025
55			NBD	3,385	2,668	0.79	0.21	0.24	YES	-717	514,089
55			SBA	2,856	2,748	0.96	0.04	0.25	YES	-108	11,664
55			SBD	2,019	1,847	0.91	0.09	0.28	YES	-172	29,584
55			EBA	1,057	698	0.66	0.34	0.36	YES	-359	128,881
55			EBD	640	499	0.78	0.22	0.44	YES	-141	19,881
55			WBA	1,040	658	0.63	0.37	0.36	NO	-382	145,924
55			WBD	934	684	0.73	0.27	0.38	YES	-250	62,500

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
56	Fiji Way and Lincoln Blvd	Caltrans / LA / LA County	NBA	2,528	1,929	0.76	0.24	0.26	YES	-599	358,801	
56			NBD	2,728	2,215	0.81	0.19	0.25	YES	-513	263,169	
56			SBA	1,892	1,394	0.74	0.26	0.28	YES	-498	248,004	
56			SBD	1,971	1,318	0.67	0.33	0.28	NO	-653	426,409	
56			EBA	1,119	812	0.73	0.27	0.36	YES	-307	94,249	
56			EBD	813	636	0.78	0.22	0.41	YES	-177	31,329	
56			WBA		65							
56			WBD		31							
57	Florence Ave and La Brea Ave	Inglewood	NBA	835	880	1.05	0.05	0.41	YES	45	2,025	
57			NBD	1,218	957	0.79	0.21	0.34	YES	-261	68,121	
57			SBA	1,356	1,280	0.94	0.06	0.33	YES	-76	5,776	
57			SBD	1,045	1,214	1.16	0.16	0.36	YES	169	28,561	
57			EBA	1,502	1,150	0.77	0.23	0.30	YES	-352	123,904	
57			EBD	597	866	1.45	0.45	0.48	YES	269	72,361	
57			WBA	781	1,008	1.29	0.29	0.41	YES	227	51,529	
57			WBD	1,614	1,283	0.79	0.21	0.30	YES	-331	109,561	
58	Florence Ave and La Cienega Blvd	Inglewood	NBA	507	472	0.93	0.07	0.48	YES	-35	1,225	
58			NBD	1,245	916	0.74	0.26	0.34	YES	-329	108,241	
58			SBA	1,736	2,300	1.32	0.32	0.29	NO	564	318,096	
58			SBD	616	1,561	2.53	1.53	0.48	NO	945	893,025	
58			EBA	800	1,000	1.25	0.25	0.41	YES	200	40,000	
58			EBD	605	628	1.04	0.04	0.48	YES	23	529	
58			WBA	678	315	0.46	0.54	0.44	NO	-363	131,769	
58			WBD	1,255	982	0.78	0.22	0.33	YES	-273	74,529	
59	Grand Ave and Nash St	El Segundo	NBA		164							
59			NBD	488	207	0.42	0.58	0.52	NO	-281	78,961	
59			SBA	464	159	0.34	0.66	0.52	NO	-305	93,025	
59			SBD	257	185	0.72	0.28	0.58	YES	-72	5,184	
59			EBA	374	192	0.51	0.49	0.58	YES	-182	33,124	
59			EBD		123							
59			WBA		0							
59			WBD		0							
60	Grand Ave and Sepulveda Blvd	El Segundo	NBA	2,046	1,847	0.90	0.10	0.28	YES	-199	39,601	
60			NBD	2,966	2,748	0.93	0.07	0.24	YES	-218	47,524	
60			SBA	2,647	2,690	1.02	0.02	0.25	YES	43	1,849	
60			SBD	2,403	1,906	0.79	0.21	0.26	YES	-497	247,009	
60			EBA	492	241	0.49	0.51	0.52	YES	-251	63,001	
60			EBD	504	215	0.43	0.57	0.48	NO	-289	83,521	
60			WBA	991	183	0.18	0.82	0.38	NO	-808	652,864	
60			WBD	303	92	0.30	0.70	0.58	NO	-211	44,521	
61	Grand Ave and Vista Del Mar	LA	NBA	909	722	0.79	0.21	0.38	YES	-187	34,969	
61			NBD	1,400	1,154	0.82	0.18	0.31	YES	-246	60,516	
61			SBA	1,335	1,077	0.81	0.19	0.33	YES	-258	66,564	
61			SBD	879	642	0.73	0.27	0.38	YES	-237	56,169	
61			EBA									
61			EBD									
61			WBA	320	200	0.63	0.38	0.58	YES	-120	14,400	
61			WBD	276	201	0.73	0.27	0.58	YES	-75	5,625	
62	Hawthorne Blvd and Imperial Hwy	Hawthorne	NBA	1,260	1,023	0.81	0.19	0.33	YES	-237	56,169	
62			NBD	1,500	1,270	0.85	0.15	0.30	YES	-230	52,900	
62			SBA	1,574	1,805	1.15	0.15	0.30	YES	231	53,361	
62			SBD	1,062	1,317	1.24	0.24	0.36	YES	255	65,025	
62			EBA	1,716	1,487	0.87	0.13	0.29	YES	-229	52,441	
62			EBD	703	656	0.93	0.07	0.44	YES	-47	2,209	
62			WBA	625	739	1.18	0.18	0.44	YES	114	12,996	
62			WBD	1,910	1,769	0.93	0.07	0.28	YES	-141	19,881	

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63	Hawthorne Blvd and Lennox Blvd	LA County	NBA	1,340	1,521	1.14	0.14	0.33	YES	181	32,761
63			NBD	1,378	1,787	1.30	0.30	0.31	YES	409	167,281
63			SBA	1,311	1,562	1.19	0.19	0.33	YES	251	63,001
63			SBD	1,100	1,152	1.05	0.05	0.36	YES	52	2,704
63			EBA	513	367	0.72	0.28	0.48	YES	-146	21,316
63			EBD	601	288	0.48	0.52	0.48	NO	-313	97,969
63			WBA	396	332	0.84	0.16	0.52	YES	-64	4,096
63			WBD	481	554	1.15	0.15	0.52	YES	73	5,329
64	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	NBA	505	406	0.80	0.20	0.48	YES	-99	9,801
64			NBD	975	629	0.65	0.35	0.38	YES	-346	119,716
64			SBA	1,300	991	0.76	0.24	0.33	YES	-309	95,481
64			SBD	877	663	0.76	0.24	0.38	YES	-214	45,796
64			EBA								
64			EBD								
64			WBA	744	836	1.12	0.12	0.44	YES	92	8,464
64			WBD	653	603	0.92	0.08	0.44	YES	-50	2,500
65	Howard Hughes Pkwy and Sepulveda Bl	LA	NBA	2,191	2,822	1.29	0.29	0.27	NO	631	398,161
65			NBD	2,454	2,897	1.18	0.18	0.26	YES	443	196,249
65			SBA	2,503	2,366	0.95	0.05	0.26	YES	-137	18,769
65			SBD	2,076	2,220	1.07	0.07	0.28	YES	144	20,736
65			EBA								
65			EBD								
65			WBA	887	780	0.88	0.12	0.38	YES	-107	11,449
65			WBD	1,051	845	0.80	0.20	0.36	YES	-206	42,436
66	Imperial Hwy and Inglewood Ave	Inglewood	NBA	700	616	0.88	0.12	0.44	YES	-84	7,056
66			NBD	769	742	0.96	0.04	0.41	YES	-27	729
66			SBA	719	557	0.77	0.23	0.44	YES	-162	26,244
66			SBD	888	584	0.66	0.34	0.38	YES	-304	92,416
66			EBA	1,859	1,400	0.75	0.25	0.29	YES	-459	210,681
66			EBD	571	361	0.63	0.37	0.48	YES	-210	44,100
66			WBA	689	534	0.78	0.22	0.44	YES	-155	24,025
66			WBD	1,739	1,421	0.82	0.18	0.29	YES	-318	101,124
67	Imperial Hwy and La Cienega Blvd	LA	NBA	895	821	0.92	0.08	0.38	YES	-74	5,476
67			NBD	756	831	1.10	0.10	0.41	YES	75	5,625
67			SBA	1,167	1,238	1.06	0.06	0.34	YES	71	5,041
67			SBD	596	931	1.56	0.56	0.48	NO	335	112,225
67			EBA	1,499	917	0.61	0.39	0.31	NO	-582	338,724
67			EBD	836	420	0.50	0.50	0.41	NO	-416	173,056
67			WBA	629	746	1.19	0.19	0.44	YES	117	13,689
67			WBD	2,002	1,440	0.72	0.28	0.28	NO	-562	315,844
68	Imperial Hwy and Main St	El Segundo / LA	NBA	606	688	1.14	0.14	0.48	YES	82	6,724
68			NBD	895	821	0.92	0.08	0.38	YES	-74	5,476
68			SBA								
68			SBD								
68			EBA	1,125	1,227	1.09	0.09	0.34	YES	102	10,404
68			EBD	1,146	1,018	0.89	0.11	0.34	YES	-128	16,384
68			WBA	1,496	1,442	0.96	0.04	0.31	YES	-54	2,916
68			WBD	1,188	1,518	1.28	0.28	0.34	YES	330	108,900
69	Imperial Hwy and Pershing Drive	LA	NBA								
69			NBD								
69			SBA	1,002	1,002	1.00	0.00	0.36	YES	0	0
69			SBD	780	529	0.68	0.32	0.41	YES	-251	63,001
69			EBA	656	369	0.56	0.44	0.44	YES	-287	82,369
69			EBD	634	433	0.68	0.32	0.44	YES	-201	40,401
69			WBA	1,016	729	0.72	0.28	0.36	YES	-287	82,369
69			WBD	1,256	1,120	0.89	0.11	0.33	YES	-136	18,496

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
70	Imperial Hwy and Prairie Ave	Hawthorne / Inglewood	NBA	1,021	826	0.81	0.19	0.36	YES	-195	38,025	
70			NBD	1,372	774	0.56	0.44	0.33	NO	-598	357,604	
70			SBA	1,911	1,842	0.96	0.04	0.28	YES	-69	4,761	
70			SBD	862	732	0.85	0.15	0.41	YES	-130	16,900	
70			EBA	1,441	1,155	0.80	0.20	0.31	YES	-286	81,796	
70			EBD	1,511	1,710	1.13	0.13	0.30	YES	199	39,601	
70			WBA	897	777	0.87	0.13	0.38	YES	-120	14,400	
70			WBD	1,525	1,341	0.88	0.12	0.30	YES	-184	33,856	
71	Imperial Hwy and Sepulveda Blvd	Caltrans / El Segundo / LA	NBA	3,217	1,889	0.59	0.41	0.24	NO	-1,328	1,763,584	
71			NBD	2,286	2,345	1.03	0.03	0.27	YES	59	3,481	
71			SBA	2,241	3,466	1.55	0.55	0.27	NO	1,225	1,500,625	
71			SBD	2,370	2,073	0.87	0.13	0.27	YES	-297	88,209	
71			EBA	605	777	1.28	0.28	0.48	YES	172	29,584	
71			EBD	511	1,372	2.68	1.68	0.48	NO	861	741,321	
71			WBA	850	727	0.86	0.14	0.41	YES	-123	15,129	
71			WBD	1,746	1,006	0.58	0.42	0.29	NO	-740	547,600	
72	Imperial Highway and Vista del Mar	LA	NBA	881	642	0.73	0.27	0.38	YES	-239	57,121	
72			NBD	1,292	1,077	0.83	0.17	0.33	YES	-215	46,225	
72			SBA	1,071	1,141	1.07	0.07	0.36	YES	70	4,900	
72			SBD	624	768	1.23	0.23	0.48	YES	144	20,736	
72			EBA									
72			EBD									
72			WBA	623	433	0.70	0.30	0.48	YES	-190	36,100	
72			WBD	646	369	0.57	0.43	0.44	YES	-277	76,729	
73	Imperial Hwy and Nash St / I-105 WB Off-Ramp	El Segundo / Caltrans / LA	NBA		136							
73			NBD	332	287	0.86	0.14	0.58	YES	-45	2,025	
73			SBA	590	282	0.48	0.52	0.48	NO	-308	94,864	
73			SBD									
73			EBA	821	688	0.84	0.16	0.41	YES	-133	17,689	
73			EBD	1,126	629	0.56	0.44	0.34	NO	-497	247,009	
73			WBA	930	530	0.57	0.43	0.38	NO	-400	160,000	
73			WBD	1,051	655	0.62	0.38	0.36	NO	-396	156,816	
74	Imperial Hwy and I-105 Ramps E/O Aviation Bl	Caltrans / LA	NBA	951	683	0.72	0.28	0.38	YES	-268	71,824	
74			NBD	1,047	828	0.79	0.21	0.36	YES	-219	47,961	
74			SBA		1,427							
74			SBD		1,012							
74			EBA	1,746				0.29				
74			EBD	1,050				0.36				
74			WBA	872	1,174	1.35	0.35	0.41	YES	302	91,204	
74			WBD	1,472	1,730	1.18	0.18	0.31	YES	258	66,564	
75	Imperial Hwy & I-405 NB Ramps E/O La Cienega	Caltrans / Hawthorne	NBA	432	406	0.94	0.06	0.52	YES	-26	676	
75			NBD									
75			SBA									
75			SBD		0							
75			EBA	1,968	1,440	0.73	0.27	0.28	YES	-528	278,784	
75			EBD	619	746	1.21	0.21	0.48	YES	127	16,129	
75			WBA	573	545	0.95	0.05	0.48	YES	-28	784	
75			WBD	1,955	1,644	0.84	0.16	0.28	YES	-311	96,721	
76	Inglewood Ave and Lennox Blvd	LA County	NBA	561	438	0.78	0.22	0.48	YES	-123	15,129	
76			NBD	605	390	0.64	0.36	0.48	YES	-215	46,225	
76			SBA	588	547	0.93	0.07	0.48	YES	-41	1,681	
76			SBD	483	428	0.89	0.11	0.52	YES	-55	3,025	
76			EBA	392	231	0.59	0.41	0.52	YES	-161	25,921	
76			EBD	435	292	0.67	0.33	0.52	YES	-143	20,449	
76			WBA	541	259	0.48	0.52	0.48	NO	-282	79,524	
76			WBD	559	369	0.66	0.34	0.48	YES	-190	36,100	

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				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
77	Inglewood Ave and Manchester Blvd	Inglewood	NBA	323	394	1.22	0.22	0.58	YES	71	5,041	
77			NBD	402	489	1.22	0.22	0.52	YES	87	7,569	
77			SBA	340	168	0.49	0.51	0.58	YES	-172	29,584	
77			SBD	335	105	0.31	0.69	0.58	NO	-230	52,900	
77			EBA	1,461	1,263	0.86	0.14	0.31	YES	-198	39,204	
77			EBD	984	1,094	1.11	0.11	0.38	YES	110	12,100	
77			WBA	932	1,120	1.20	0.20	0.38	YES	188	35,344	
77			WBD	1,335	1,212	0.91	0.09	0.33	YES	-123	15,129	
78	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	NBA	2,114	1,995	0.94	0.06	0.28	YES	-119	14,161	
78			NBD	2,150	2,818	1.31	0.31	0.27	NO	668	446,224	
78			SBA	2,573	2,233	0.87	0.13	0.26	YES	-340	115,600	
78			SBD	2,223	1,913	0.86	0.14	0.27	YES	-310	96,100	
78			EBA	280	402	1.44	0.44	0.58	YES	122	14,884	
78			EBD	1,018	562	0.55	0.45	0.36	NO	-456	207,936	
78			WBA	1,396	1,573	1.13	0.13	0.31	YES	177	31,329	
78			WBD	972	910	0.94	0.06	0.38	YES	-62	3,844	
79	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	NBA	1,294	1,004	0.78	0.22	0.33	YES	-290	84,100	
79			NBD	1,278	945	0.74	0.26	0.33	YES	-333	110,889	
79			SBA	1,461	1,242	0.85	0.15	0.31	YES	-219	47,961	
79			SBD	1,306	1,279	0.98	0.02	0.33	YES	-27	729	
79			EBA	1,464	1,061	0.72	0.28	0.31	YES	-403	162,409	
79			EBD	1,251	901	0.72	0.28	0.33	YES	-350	122,500	
79			WBA	1,315	973	0.74	0.26	0.33	YES	-342	116,964	
79			WBD	1,699	1,158	0.68	0.32	0.29	NO	-541	292,681	
80	Jefferson Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	2,573	1,777	0.69	0.31	0.26	NO	-796	633,616	
80			NBD	1,735	1,533	0.88	0.12	0.29	YES	-202	40,804	
80			SBA	594	990	1.67	0.67	0.48	NO	396	156,816	
80			SBD	1,110	1,182	1.06	0.06	0.36	YES	72	5,184	
80			EBA		683							
80			EBD		737							
80			WBA	1,193				0.34				
80			WBD	1,497				0.31				
81	Jefferson Blvd / Playa St and Sepulveda Blvd	Culver City	NBA	1,904	1,610	0.85	0.15	0.28	YES	-294	86,436	
81			NBD	1,476	1,463	0.99	0.01	0.31	YES	-13	169	
81			SBA	1,777	1,493	0.84	0.16	0.29	YES	-284	80,656	
81			SBD	2,376	1,811	0.76	0.24	0.26	YES	-565	319,225	
81			EBA	1,118	878	0.79	0.21	0.36	YES	-240	57,600	
81			EBD	783	733	0.94	0.06	0.41	YES	-50	2,500	
81			WBA	725	836	1.15	0.15	0.44	YES	111	12,321	
81			WBD	889	810	0.91	0.09	0.38	YES	-79	6,241	
82	Jefferson Blvd (E/W) and Slauson Ave (NS)	Culver City	NBA	1,514	906	0.60	0.40	0.30	NO	-608	369,664	
82			NBD	1,288	685	0.53	0.47	0.33	NO	-603	363,609	
82			SBA	868	303	0.35	0.65	0.41	NO	-565	319,225	
82			SBD	1,248	244	0.20	0.80	0.34	NO	-1,004	1,008,016	
82			EBA		1,410							
82			EBD		1,544							
82			WBA	471	733	1.56	0.56	0.52	NO	262	68,644	
82			WBD	348	878	2.52	1.52	0.58	NO	530	280,900	
83	Jefferson Blvd and I-405 NB Ramps	Caltrans / LA	NBA	838	580	0.69	0.31	0.41	YES	-258	66,564	
83			NBD									
83			SBA									
83			SBD	360	745	2.07	1.07	0.58	NO	385	148,225	
83			EBA	1,208	1,157	0.96	0.04	0.34	YES	-51	2,601	
83			EBD	1,354	1,124	0.83	0.17	0.33	YES	-230	52,900	
83			WBA	1,236	1,544	1.25	0.25	0.34	YES	308	94,864	
83			WBD	1,568	1,410	0.90	0.10	0.30	YES	-158	24,964	

#	Location	Jurisdiction	Leg	PM Peak Hour									
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared		
84	Jefferson Blvd and I-405 SB Ramps	Caltrans / LA	NBA										
84			NBD	563	883	1.57	0.57	0.48	NO	320	102,400		
84			SBA	410	769	1.88	0.88	0.52	NO	359	128,881		
84			SBD										
84			EBA	1,048	1,506	1.44	0.44	0.36	NO	458	209,764		
84			EBD	994	1,356	1.36	0.36	0.38	YES	362	131,044		
84			WBA	1,139	1,124	0.99	0.01	0.34	YES	-15	225		
84			WBD	1,040	1,157	1.11	0.11	0.36	YES	117	13,689		
85	La Brea Ave and Manchester Blvd	Inglewood	NBA	761	533	0.70	0.30	0.41	YES	-228	51,984		
85			NBD	981	769	0.78	0.22	0.38	YES	-212	44,944		
85			SBA	1,151	909	0.79	0.21	0.34	YES	-242	58,564		
85			SBD	863	627	0.73	0.27	0.41	YES	-236	55,696		
85			EBA	1,374	1,213	0.88	0.12	0.33	YES	-161	25,921		
85			EBD	953	1,092	1.15	0.15	0.38	YES	139	19,321		
85			WBA	907	1,196	1.32	0.32	0.38	YES	289	83,521		
85			WBD	1,396	1,334	0.96	0.04	0.31	YES	-62	3,844		
86	La Brea Ave, Overhill Dr and Stocker St	LA County	NBA	1,188	1,295	1.09	0.09	0.34	YES	107	11,449		
86			NBD	1,349	1,236	0.92	0.08	0.33	YES	-113	12,769		
86			SBA	2,201	1,365	0.62	0.38	0.27	NO	-836	698,896		
86			SBD	2,041	1,304	0.64	0.36	0.28	NO	-737	543,169		
86			NB2A	392	370	0.94	0.06	0.52	YES	-22	484		
86			NB2D	798	627	0.79	0.21	0.41	YES	-171	29,241		
86			EBA	1,593	1,087	0.68	0.32	0.30	NO	-506	256,036		
86			EBD	850	815	0.96	0.04	0.41	YES	-35	1,225		
86			WBA	627	851	1.36	0.36	0.44	YES	224	50,176		
86			WBD	963	977	1.01	0.01	0.38	YES	14	196		
87			La Brea Ave and Slauson Ave	LA County	NBA	1,048	940	0.90	0.10	0.36	YES	-108	11,664
87					NBD	1,165	878	0.75	0.25	0.34	YES	-287	82,369
87	SBA	1,236			1,260	1.02	0.02	0.34	YES	24	576		
87	SBD	1,156			1,375	1.19	0.19	0.34	YES	219	47,961		
87	EBA	1,866			2,031	1.09	0.09	0.29	YES	165	27,225		
87	EBD	1,160			1,457	1.26	0.26	0.34	YES	297	88,209		
87	WBA	1,134			1,005	0.89	0.11	0.34	YES	-129	16,641		
87	WBD	1,803			1,526	0.85	0.15	0.29	YES	-277	76,729		
88	La Cienega Blvd (N/S) and La Tijera Blvd (E/W)	Inglewood / LA	NBA	2,478	2,124	0.86	0.14	0.26	YES	-354	125,316		
88			NBD	2,722	2,496	0.92	0.08	0.25	YES	-226	51,076		
88			SBA	3,944	3,792	0.96	0.04	0.22	YES	-152	23,104		
88			SBD	3,336	3,277	0.98	0.02	0.24	YES	-59	3,481		
88			EBA	1,336	1,556	1.16	0.16	0.33	YES	220	48,400		
88			EBD	1,241	1,298	1.05	0.05	0.34	YES	57	3,249		
88			WBA										
88			WBD	459	426	0.93	0.07	0.52	YES	-33	1,089		
89	La Cienega Blvd and Lennox Blvd	LA County/ LA	NBA	785	1,085	1.38	0.38	0.41	YES	300	90,000		
89			NBD	940	1,951	2.08	1.08	0.38	NO	1,011	1,022,121		
89			SBA	1,077	1,881	1.75	0.75	0.36	NO	804	646,416		
89			SBD	664	968	1.46	0.46	0.44	NO	304	92,416		
89			EBA										
89			EBD										
89	WBA		320										
89	WBD	409	368	0.90	0.10	0.52	YES	-41	1,681				
90	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	481	744	1.55	0.55	0.52	NO	263	69,169		
90			NBD	1,050	797	0.76	0.24	0.36	YES	-253	64,009		
90			SBA	1,274	916	0.72	0.28	0.33	YES	-358	128,164		
90			SBD	511	472	0.92	0.08	0.48	YES	-39	1,521		
90			EBA	965	970	1.01	0.01	0.38	YES	5	25		
90			EBD	859	1,010	1.18	0.18	0.41	YES	151	22,801		
90			WBA	1,197	1,072	0.90	0.10	0.34	YES	-125	15,625		
90			WBD	1,497	1,375	0.92	0.08	0.31	YES	-122	14,884		

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
91	La Cienega Bl NB Ramps and Slauson Ave	LA County	NBA	385	453	1.18	0.18	0.52	YES	68	4,624
91			NBD								
91			SBA								
91			SBD	723	319	0.44	0.56	0.44	NO	-404	163,216
91			EBA	2,260	2,292	1.01	0.01	0.27	YES	32	1,024
91			EBD	1,118	1,678	1.50	0.50	0.36	NO	560	313,600
91			WBA	1,080	1,306	1.21	0.21	0.36	YES	226	51,076
91			WBD	1,884	2,054	1.09	0.09	0.28	YES	170	28,900
92	La Cienega Bl SB Ramps and Slauson Ave	LA County	NBA								
92			NBD	442	600	1.36	0.36	0.52	YES	158	24,964
92			SBA	767	326	0.43	0.57	0.41	NO	-441	194,481
92			SBD								
92			EBA	2,222	2,837	1.28	0.28	0.27	NO	615	378,225
92			EBD	1,692	1,950	1.15	0.15	0.29	YES	258	66,564
92			WBA	1,422	1,678	1.18	0.18	0.31	YES	256	65,536
92			WBD	2,277	2,292	1.01	0.01	0.27	YES	15	225
93	La Cienega Blvd and Stocker Ave	LA County	NBA	3,924	2,945	0.75	0.25	0.22	NO	-979	958,441
93			NBD	3,202	3,022	0.94	0.06	0.24	YES	-180	32,400
93			SBA	2,797	2,833	1.01	0.01	0.25	YES	36	1,296
93			SBD	2,643	2,387	0.90	0.10	0.25	YES	-256	65,536
93			EBA								
93			EBD								
93			WBA	843	814	0.97	0.03	0.41	YES	-29	841
93			WBD	1,719	1,165	0.68	0.32	0.29	NO	-554	306,916
94	La Cienega Blvd and 111th St	LA County / LA	NBA	664	1,031	1.55	0.55	0.44	NO	367	134,689
94			NBD	1,077	1,934	1.80	0.80	0.36	NO	857	734,449
94			SBA	991	1,951	1.97	0.97	0.38	NO	960	921,600
94			SBD	753	1,085	1.44	0.44	0.41	NO	332	110,224
94			EBA	394	131	0.33	0.67	0.52	NO	-263	69,169
94			EBD		91						
94			WBA								
94			WBD								
95	La Cienega Blvd and 120th St	LA County	NBA	326	588	1.80	0.80	0.58	NO	262	68,644
95			NBD	800	435	0.54	0.46	0.41	NO	-365	133,225
95			SBA	1,241	632	0.51	0.49	0.34	NO	-609	370,881
95			SBD		779						
95			EBA	598	503	0.84	0.16	0.48	YES	-95	9,025
95			EBD	329	221	0.67	0.33	0.58	YES	-108	11,664
95			WBA	276	221	0.80	0.20	0.58	YES	-55	3,025
95			WBD	1,081	509	0.47	0.53	0.36	NO	-572	327,184
96	La Cienega Bl and I-405 SB Ramps N/O Century	Caltrans / Inglewood / LA	NBA	679	933	1.37	0.37	0.44	YES	254	64,516
96			NBD	1,427	1,614	1.13	0.13	0.31	YES	187	34,969
96			SBA	944	1,145	1.21	0.21	0.38	YES	201	40,401
96			SBD	764	933	1.22	0.22	0.41	YES	169	28,561
96			EBA								
96			EBD								
96			WBA	827	603	0.73	0.27	0.41	YES	-224	50,176
96			WBD	259	133	0.51	0.49	0.58	YES	-126	15,876
97	La Cienega Bl and I-405 SB Ramps S/O Century	Caltrans / Inglewood / LA	NBA	669	987	1.48	0.48	0.44	NO	318	101,124
97			NBD	928	1,555	1.68	0.68	0.38	NO	627	393,129
97			SBA	1,594	1,832	1.15	0.15	0.30	YES	238	56,644
97			SBD	1,113	954	0.86	0.14	0.36	YES	-159	25,281
97			EBA								
97			EBD								
97			WBA	476	196	0.41	0.59	0.52	NO	-280	78,400
97			WBD	695	506	0.73	0.27	0.44	YES	-189	35,721

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
98	La Cienega Bl and I-405 SB Ramps N/O Imperial	Caltrans / LA County / LA	NBA	648	931	1.44	0.44	0.44	YES	283	80,089
98			NBD	1,144	1,238	1.08	0.08	0.34	YES	94	8,836
98			SBA	1,045	1,887	1.81	0.81	0.36	NO	842	708,964
98			SBD	667	907	1.36	0.36	0.44	YES	240	57,600
98			EBA								
98			EBD								
98			WBA	276	0	0.00	1.00	0.58	NO	-276	76,176
98			WBD		672						
99			La Tijera Blvd and Lincoln Blvd	Caltrans / LA	NBA	1,716	1,313	0.77	0.23	0.29	YES
99	NBD	1,700			1,609	0.95	0.05	0.29	YES	-91	8,281
99	SBA	1,690			1,610	0.95	0.05	0.29	YES	-80	6,400
99	SBD	1,693			1,313	0.78	0.22	0.29	YES	-380	144,400
99	EBA				0						
99	EBD				1						
99	WBA										
99	WBD										
100	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA			NBA	766	743	0.97	0.03	0.41	YES
100			NBD	660	492	0.75	0.25	0.44	YES	-168	28,224
100			SBA	717	565	0.79	0.21	0.44	YES	-152	23,104
100			SBD	729	755	1.04	0.04	0.44	YES	26	676
100			EBA	1,489	986	0.66	0.34	0.31	NO	-503	253,009
100			EBD	1,225	857	0.70	0.30	0.34	YES	-368	135,424
100			WBA	1,177	726	0.62	0.38	0.34	NO	-451	203,401
100			WBD	1,535	935	0.61	0.39	0.30	NO	-600	360,000
101			La Tijera Blvd and Sepulveda Blvd	LA	NBA	1,825	2,206	1.21	0.21	0.29	YES
101	NBD	1,461			2,072	1.42	0.42	0.31	NO	611	373,321
101	SBA	1,333			1,855	1.39	0.39	0.33	NO	522	272,484
101	SBD	1,680			2,009	1.20	0.20	0.29	YES	329	108,241
101	EBA	597			232	0.39	0.61	0.48	NO	-365	133,225
101	EBD	602			91	0.15	0.85	0.48	NO	-511	261,121
101	WBA	642			360	0.56	0.44	0.44	YES	-282	79,524
101	WBD	654			487	0.74	0.26	0.44	YES	-167	27,889
102	La Tijera Blvd and I-405 NB Ramps	Caltrans / LA			NBA		664				
102			NBD	563				0.48			
102			SBA	677				0.44			
102			SBD		732						
102			EBA	1,491	1,808	1.21	0.21	0.31	YES	317	100,489
102			EBD	1,210	1,565	1.29	0.29	0.34	YES	355	126,025
102			WBA	1,215	1,633	1.34	0.34	0.34	NO	418	174,724
102			WBD	1,610	1,806	1.12	0.12	0.30	YES	196	38,416
103			La Tijera Blvd and I-405 SB Ramps	Caltrans / LA	NBA	422				0.52	
103	NBD				586						
103	SBA				795						
103	SBD	395						0.52			
103	EBA	1,502			1,918	1.28	0.28	0.30	YES	416	173,056
103	EBD	1,239			1,884	1.52	0.52	0.34	NO	645	416,025
103	WBA	1,172			1,565	1.34	0.34	0.34	YES	393	154,449
103	WBD	1,462			1,808	1.24	0.24	0.31	YES	346	119,716
104	Lincoln Blvd and LMU Dr	Caltrans / LA			NBA	2,056	1,833	0.89	0.11	0.28	YES
104			NBD	2,300	2,621	1.14	0.14	0.27	YES	321	103,041
104			SBA	2,215	2,818	1.27	0.27	0.27	NO	603	363,609
104			SBD	2,104	1,995	0.95	0.05	0.28	YES	-109	11,881
104			EBA		157						
104			EBD		232						
104			WBA	286	67	0.23	0.77	0.58	NO	-219	47,961
104			WBD		29						

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
105	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	1,865	1,353	0.73	0.27	0.29	YES	-512	262,144
105			NBD	1,738	1,976	1.14	0.14	0.29	YES	238	56,644
105			SBA	1,745	2,477	1.42	0.42	0.29	NO	732	535,824
105			SBD	1,916	1,748	0.91	0.09	0.28	YES	-168	28,224
105			EBA	434	207	0.48	0.52	0.52	NO	-227	51,529
105			EBD	436	419	0.96	0.04	0.52	YES	-17	289
105			WBA	723	859	1.19	0.19	0.44	YES	136	18,496
105			WBD	677	754	1.11	0.11	0.44	YES	77	5,929
106	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	NBA	2,368	2,331	0.98	0.02	0.27	YES	-37	1,369
106			NBD	2,461	2,391	0.97	0.03	0.26	YES	-70	4,900
106			SBA	2,464	2,280	0.93	0.07	0.26	YES	-184	33,856
106			SBD	2,087	2,265	1.09	0.09	0.28	YES	178	31,684
106			EBA	0	0						
106			EBD	504	0	0.00	1.00	0.48	NO	-504	254,016
106			WBA	561	265	0.47	0.53	0.48	NO	-296	87,616
106			WBD	529	222	0.42	0.58	0.48	NO	-307	94,249
107	Lincoln Blvd and Mindanao Way	Caltrans / LA	NBA	1,961	1,318	0.67	0.33	0.28	NO	-643	413,449
107			NBD	1,649	1,394	0.85	0.15	0.29	YES	-255	65,025
107			SBA	1,483	1,297	0.87	0.13	0.31	YES	-186	34,596
107			SBD	1,654	1,263	0.76	0.24	0.29	YES	-391	152,881
107			EBA	588	829	1.41	0.41	0.48	YES	241	58,081
107			EBD	808	605	0.75	0.25	0.41	YES	-203	41,209
107			WBA	1,029	672	0.65	0.35	0.36	YES	-357	127,449
107			WBD	950	836	0.88	0.12	0.38	YES	-114	12,996
108	Lincoln Blvd (E/W) and Sepulveda Blvd (N/S)	Caltrans / LA	NBA	3,539	3,748	1.06	0.06	0.23	YES	209	43,681
108			NBD	2,952	3,546	1.20	0.20	0.24	YES	594	352,836
108			SBA	1,696	2,009	1.18	0.18	0.29	YES	313	97,969
108			SBD	1,771	2,335	1.32	0.32	0.29	NO	564	318,096
108			EBA	1,264	1,619	1.28	0.28	0.33	YES	355	126,025
108			EBD	1,401	1,249	0.89	0.11	0.31	YES	-152	23,104
108			WBA								
108			WBD	380				0.52			
109	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBA	1,716	1,642	0.96	0.04	0.29	YES	-74	5,476
109			NBD	2,065	1,621	0.78	0.22	0.28	YES	-444	197,136
109			SBA	1,757	1,585	0.90	0.10	0.29	YES	-172	29,584
109			SBD	1,726	1,608	0.93	0.07	0.29	YES	-118	13,924
109			EBA	1,413	1,192	0.84	0.16	0.31	YES	-221	48,841
109			EBD	988	1,032	1.04	0.04	0.38	YES	44	1,936
109			WBA	1,198	1,108	0.92	0.08	0.34	YES	-90	8,100
109			WBD	1,305	1,427	1.09	0.09	0.33	YES	122	14,884
110	Lincoln Blvd and Washington Blvd	Caltrans / LA	NBA	2,344	2,438	1.04	0.04	0.27	YES	94	8,836
110			NBD	2,507	2,256	0.90	0.10	0.26	YES	-251	63,001
110			SBA	2,063	1,692	0.82	0.18	0.28	YES	-371	137,641
110			SBD	1,902	1,734	0.91	0.09	0.28	YES	-168	28,224
110			EBA	1,413	1,220	0.86	0.14	0.31	YES	-193	37,249
110			EBD	1,548	1,275	0.82	0.18	0.30	YES	-273	74,529
110			WBA	1,362	1,095	0.80	0.20	0.33	YES	-267	71,289
110			WBD	1,225	1,179	0.96	0.04	0.34	YES	-46	2,116
111	Lincoln Blvd and 83rd St	Caltrans / LA	NBA	1,946	1,748	0.90	0.10	0.28	YES	-198	39,204
111			NBD	1,883	2,477	1.32	0.32	0.28	NO	594	352,836
111			SBA	2,213	2,621	1.18	0.18	0.27	YES	408	166,464
111			SBD	2,086	1,833	0.88	0.12	0.28	YES	-253	64,009
111			EBA								
111			EBD	342				0.58			
111			WBA	286	135	0.47	0.53	0.58	YES	-151	22,801
111			WBD	359	193	0.54	0.46	0.58	YES	-166	27,556

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
112	Lincoln Blvd and SR-90	Caltrans / LA County	NBA	1,716	1,540	0.90	0.10	0.29	YES	-176	30,976	
112			NBD	1,869	1,446	0.77	0.23	0.29	YES	-423	178,929	
112			SBA	2,369	2,391	1.01	0.01	0.27	YES	22	484	
112			SBD	2,344	2,331	0.99	0.01	0.27	YES	-13	169	
112			EBA									
112			EBD									
112			WBA	1,016	846	0.83	0.17	0.36	YES	-170	28,900	
112			WBD	888	1,022	1.15	0.15	0.38	YES	134	17,956	
113	Manchester Ave and Pershing Dr	LA	NBA	621	408	0.66	0.34	0.48	YES	-213	45,369	
113			NBD	675	658	0.97	0.03	0.44	YES	-17	289	
113			SBA	905	674	0.74	0.26	0.38	YES	-231	53,361	
113			SBD	606	580	0.96	0.04	0.48	YES	-26	676	
113			EBA	0								
113			EBD	0								
113			WBA	280	353	1.26	0.26	0.58	YES	73	5,329	
113			WBD	513	197	0.38	0.62	0.48	NO	-316	99,856	
114	Manchester Ave and Sepulveda Blvd	LA	NBA	1,546	2,009	1.30	0.30	0.30	YES	463	214,369	
114			NBD	1,385	1,855	1.34	0.34	0.31	NO	470	220,900	
114			SBA	1,698	1,880	1.11	0.11	0.29	YES	182	33,124	
114			SBD	1,752	1,954	1.12	0.12	0.29	YES	202	40,804	
114			EBA	1,297	1,012	0.78	0.22	0.33	YES	-285	81,225	
114			EBD	1,203	971	0.81	0.19	0.34	YES	-232	53,824	
114			WBA	1,112	840	0.76	0.24	0.36	YES	-272	73,984	
114			WBD	1,313	957	0.73	0.27	0.33	YES	-356	126,736	
115	Manchester Ave and I-405 Ramps	Caltrans / Inglewood	NBA	959	213	0.22	0.78	0.38	NO	-746	556,516	
115			NBD		219							
115			SBA									
115			SBD		551							
115			EBA	1,489	1,375	0.92	0.08	0.31	YES	-114	12,996	
115			EBD	1,730	1,072	0.62	0.38	0.29	NO	-658	432,964	
115			WBA	1,290	1,264	0.98	0.02	0.33	YES	-26	676	
115			WBD	1,706	1,449	0.85	0.15	0.29	YES	-257	66,049	
116	Mariposa Ave and Nash St	El Segundo	NBA	277	190	0.69	0.31	0.58	YES	-87	7,569	
116			NBD	474	130	0.27	0.73	0.52	NO	-344	118,336	
116			SBA	474	332	0.70	0.30	0.52	YES	-142	20,164	
116			SBD	403	290	0.72	0.28	0.52	YES	-113	12,769	
116			EBA	583	249	0.43	0.57	0.48	NO	-334	111,556	
116			EBD	310	234	0.75	0.25	0.58	YES	-76	5,776	
116			WBA		276							
116			WBD	386	395	1.02	0.02	0.52	YES	9	81	
117	Mariposa Ave and Sepulveda Blvd	El Segundo/Caltrans	NBA	2,508	1,868	0.74	0.26	0.26	NO	-640	409,600	
117			NBD	2,402	2,682	1.12	0.12	0.26	YES	280	78,400	
117			SBA	2,531	2,634	1.04	0.04	0.26	YES	103	10,609	
117			SBD	2,704	2,048	0.76	0.24	0.25	YES	-656	430,336	
117			EBA	297	279	0.94	0.06	0.58	YES	-18	324	
117			EBD	398	269	0.68	0.32	0.52	YES	-129	16,641	
117			WBA	624	342	0.55	0.45	0.48	YES	-282	79,524	
117			WBD	456	213	0.47	0.53	0.52	NO	-243	59,049	
118	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	NBA	597	567	0.95	0.05	0.48	YES	-30	900	
118			NBD	703	675	0.96	0.04	0.44	YES	-28	784	
118			SBA	1,110	1,074	0.97	0.03	0.36	YES	-36	1,296	
118			SBD	787	807	1.03	0.03	0.41	YES	20	400	
118			EBA		284							
118			EBD		394							
118			WBA	653	924	1.42	0.42	0.44	YES	271	73,441	
118			WBD	917	973	1.06	0.06	0.38	YES	56	3,136	

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
119	Ocean Ave / Via Marina and Washington Blvd	LA / LA County	NBA	802	667	0.83	0.17	0.41	YES	-135	18,225	
119			NBD	887	817	0.92	0.08	0.38	YES	-70	4,900	
119			SBA	595				0.48				
119			SBD	294				0.58				
119			EBA	850	473	0.56	0.44	0.41	NO	-377	142,129	
119			EBD	1,089	315	0.29	0.71	0.36	NO	-774	599,076	
119			WBA	850	478	0.56	0.44	0.41	NO	-372	138,384	
119			WBD	827	481	0.58	0.42	0.41	NO	-346	119,716	
120	Overhill Drive and Slauson Ave	LA County	NBA	341	534	1.57	0.57	0.58	YES	193	37,249	
120			NBD	461	703	1.52	0.52	0.52	NO	242	58,564	
120			SBA	621	549	0.88	0.12	0.48	YES	-72	5,184	
120			SBD	422	444	1.05	0.05	0.52	YES	22	484	
120			EBA	1,696	1,526	0.90	0.10	0.29	YES	-170	28,900	
120			EBD	1,055	1,004	0.95	0.05	0.36	YES	-51	2,601	
120			WBA	1,084	1,348	1.24	0.24	0.36	YES	264	69,696	
120			WBD	1,804	1,809	1.00	0.00	0.29	YES	5	25	
121	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	1,478	1,020	0.69	0.31	0.31	YES	-458	209,764	
121			NBD	1,516	1,153	0.76	0.24	0.30	YES	-363	131,769	
121			SBA	1,343	982	0.73	0.27	0.33	YES	-361	130,321	
121			SBD	1,612	983	0.61	0.39	0.30	NO	-629	395,641	
121			EBA	1,698	1,545	0.91	0.09	0.29	YES	-153	23,409	
121			EBD	1,639	1,221	0.74	0.26	0.29	YES	-418	174,724	
121			WBA	1,812	1,381	0.76	0.24	0.29	YES	-431	185,761	
121			WBD	1,564	1,511	0.97	0.03	0.30	YES	-53	2,809	
122	Palawan Way and Washington Blvd	LA / LA County	NBA		411							
122			NBD	397	305	0.77	0.23	0.52	YES	-92	8,464	
122			SBA									
122			SBD									
122			EBA	845	481	0.57	0.43	0.41	NO	-364	132,496	
122			EBD	857	478	0.56	0.44	0.41	NO	-379	143,641	
122			WBA	1,157	791	0.68	0.32	0.34	YES	-366	133,956	
122			WBD	914	814	0.89	0.11	0.38	YES	-100	10,000	
123	Pershing Dr and Westchester Pkwy	LA	NBA	793	525	0.66	0.34	0.41	YES	-268	71,824	
123			NBD	652	958	1.47	0.47	0.44	NO	306	93,636	
123			SBA	590	767	1.30	0.30	0.48	YES	177	31,329	
123			SBD	672	520	0.77	0.23	0.44	YES	-152	23,104	
123			EBA									
123			EBD									
123			WBA		315							
123			WBD	298	129	0.43	0.57	0.58	YES	-169	28,561	
124	Prairie Ave and I-105 Off Ramp at 112th St	Caltrans / Inglewood	NBA	904	732	0.81	0.19	0.38	YES	-172	29,584	
124			NBD	1,991	1,842	0.93	0.07	0.28	YES	-149	22,201	
124			SBA	1,701	1,428	0.84	0.16	0.29	YES	-273	74,529	
124			SBD	1,658	1,498	0.90	0.10	0.29	YES	-160	25,600	
124			EBA	1,160	1,082	0.93	0.07	0.34	YES	-78	6,084	
124			EBD									
124			WBA									
124			WBD									
125	Rosecrans Ave and Sepulveda Blvd	El Segundo / Manhattan Beach / Caltran	NBA	1,928	1,810	0.94	0.06	0.28	YES	-118	13,924	
125			NBD	2,618	3,194	1.22	0.22	0.26	YES	576	331,776	
125			SBA	2,554	2,820	1.10	0.10	0.26	YES	266	70,756	
125			SBD	1,776	1,410	0.79	0.21	0.29	YES	-366	133,956	
125			EBA	853	934	1.09	0.09	0.41	YES	81	6,561	
125			EBD	776	1,069	1.38	0.38	0.41	YES	293	85,849	
125			WBA	1,021	1,277	1.25	0.25	0.36	YES	256	65,536	
125			WBD	1,186	1,175	0.99	0.01	0.34	YES	-11	121	

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
126	Sawtelle Blvd (E/W) and Sepulveda Blvd (N/S)	Culver City	NBA	2,439	1,600	0.66	0.34	0.26	NO	-839	703,921
126			NBD	1,854	1,256	0.68	0.32	0.29	NO	-598	357,604
126			SBA	1,724	1,533	0.89	0.11	0.29	YES	-191	36,481
126			SBD	2,473	1,777	0.72	0.28	0.26	NO	-696	484,416
126			EBA	599	336	0.56	0.44	0.48	YES	-263	69,169
126			EBD	410	316	0.77	0.23	0.52	YES	-94	8,836
126			WBA	348	209	0.60	0.40	0.58	YES	-139	19,321
126			WBD	373	327	0.88	0.12	0.58	YES	-46	2,116
127	Sawtelle Blvd and Venice Blvd	Culver City / LA (LA Maintained)	NBA	791	807	1.02	0.02	0.41	YES	16	256
127			NBD	1,123	1,074	0.96	0.04	0.36	YES	-49	2,401
127			SBA	880	910	1.03	0.03	0.38	YES	30	900
127			SBD	702	483	0.69	0.31	0.44	YES	-219	47,961
127			EBA	1,755	1,322	0.75	0.25	0.29	YES	-433	187,489
127			EBD	1,481	1,239	0.84	0.16	0.31	YES	-242	58,564
127			WBA	1,880	1,573	0.84	0.16	0.28	YES	-307	94,249
127			WBD	2,000	1,751	0.88	0.12	0.28	YES	-249	62,001
128	Sawtelle Blvd and Washington Blvd	Culver City	NBA	338	756	2.24	1.24	0.58	NO	418	174,724
128			NBD	533	613	1.15	0.15	0.48	YES	80	6,400
128			SBA	556	304	0.55	0.45	0.48	YES	-252	63,504
128			SBD	394	399	1.01	0.01	0.52	YES	5	25
128			EBA	1,131	928	0.82	0.18	0.34	YES	-203	41,209
128			EBD	800	1,022	1.28	0.28	0.41	YES	222	49,284
128			WBA	751	788	1.05	0.05	0.41	YES	37	1,369
128			WBD	1,049	743	0.71	0.29	0.36	YES	-306	93,636
129	Sawtelle Blvd and Washington Pl	Culver City	NBA	444	569	1.28	0.28	0.52	YES	125	15,625
129			NBD	491	489	1.00	0.00	0.52	YES	-2	4
129			SBA	667	675	1.01	0.01	0.44	YES	8	64
129			SBD	621	567	0.91	0.09	0.48	YES	-54	2,916
129			EBA	904	610	0.67	0.33	0.38	YES	-294	86,436
129			EBD	629	727	1.16	0.16	0.44	YES	98	9,604
129			WBA	567	793	1.40	0.40	0.48	YES	226	51,076
129			WBD	841	860	1.02	0.02	0.41	YES	19	361
130	Sepulveda Blvd and Slauson Avenue	Culver City	NBA	1,967	2,690	1.37	0.37	0.28	NO	723	522,729
130			NBD	1,391	1,838	1.32	0.32	0.31	NO	447	199,809
130			SBA	1,409	1,482	1.05	0.05	0.31	YES	73	5,329
130			SBD	2,070	1,624	0.78	0.22	0.28	YES	-446	198,916
130			EBA	370	685	1.85	0.85	0.58	NO	315	99,225
130			EBD	466	906	1.94	0.94	0.52	NO	440	193,600
130			WBA	822	680	0.83	0.17	0.41	YES	-142	20,164
130			WBD	641	1,170	1.83	0.83	0.44	NO	529	279,841
131	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBA	1,556	1,191	0.77	0.23	0.30	YES	-365	133,225
131			NBD	1,057	1,238	1.17	0.17	0.36	YES	181	32,761
131			SBA	951	1,093	1.15	0.15	0.38	YES	142	20,164
131			SBD	1,540	1,123	0.73	0.27	0.30	YES	-417	173,889
131			EBA	1,789	1,751	0.98	0.02	0.29	YES	-38	1,444
131			EBD	1,788	1,573	0.88	0.12	0.29	YES	-215	46,225
131			WBA	1,730	1,308	0.76	0.24	0.29	YES	-422	178,084
131			WBD	1,641	1,472	0.90	0.10	0.29	YES	-169	28,561
132	Sepulveda Blvd and Washington Blvd	Culver City	NBA	744	507	0.68	0.32	0.44	YES	-237	56,169
132			NBD	596	656	1.10	0.10	0.48	YES	60	3,600
132			SBA	777	920	1.18	0.18	0.41	YES	143	20,449
132			SBD	846	726	0.86	0.14	0.41	YES	-120	14,400
132			EBA	1,001	743	0.74	0.26	0.36	YES	-258	66,564
132			EBD	819	788	0.96	0.04	0.41	YES	-31	961
132			WBA	627	554	0.88	0.12	0.44	YES	-73	5,329
132			WBD	888	556	0.63	0.37	0.38	YES	-332	110,224

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
133	Sepulveda Blvd and Washington Pl	Culver City	NBA	815	726	0.89	0.11	0.41	YES	-89	7,921	
133			NBD	752	920	1.22	0.22	0.41	YES	168	28,224	
133			SBA	989	919	0.93	0.07	0.38	YES	-70	4,900	
133			SBD	1,136	1,032	0.91	0.09	0.34	YES	-104	10,816	
133			EBA	747	860	1.15	0.15	0.44	YES	113	12,769	
133			EBD	542	793	1.46	0.46	0.48	YES	251	63,001	
133			WBA	545				0.48				
133			WBD	666				0.44				
134	Sepulveda Bl and I-405 NB Ramps S/O Venice	Caltrans / Culver City	NBA	1,162	1,032	0.89	0.11	0.34	YES	-130	16,900	
134			NBD	1,024	919	0.90	0.10	0.36	YES	-105	11,025	
134			SBA	1,164	1,238	1.06	0.06	0.34	YES	74	5,476	
134			SBD	1,479	1,191	0.81	0.19	0.31	YES	-288	82,944	
134			EBA	589	739	1.25	0.25	0.48	YES	150	22,500	
134			EBD	412	895	2.17	1.17	0.52	NO	483	233,289	
134			WBA									
134			WBD									
135	Sepulveda Blvd and Westchester Pkwy	LA	NBA	1,769	1,987	1.12	0.12	0.29	YES	218	47,524	
135			NBD	1,638	2,049	1.25	0.25	0.29	YES	411	168,921	
135			SBA	1,555	1,933	1.24	0.24	0.30	YES	378	142,884	
135			SBD	1,696	1,911	1.13	0.13	0.29	YES	215	46,225	
135			EBA	379	561	1.48	0.48	0.52	YES	182	33,124	
135			EBD	561	404	0.72	0.28	0.48	YES	-157	24,649	
135			WBA	623	537	0.86	0.14	0.48	YES	-86	7,396	
135			WBD	431	670	1.55	0.55	0.52	NO	239	57,121	
136	Sepulveda Blvd and 76th/77th Street	LA	NBA	1,895	2,298	1.21	0.21	0.28	YES	403	162,409	
136			NBD	2,099	2,385	1.14	0.14	0.28	YES	286	81,796	
136			SBA	2,461	2,560	1.04	0.04	0.26	YES	99	9,801	
136			SBD	2,106	2,549	1.21	0.21	0.28	YES	443	196,249	
136			EBA	326	333	1.02	0.02	0.58	YES	7	49	
136			EBD	448	335	0.75	0.25	0.52	YES	-113	12,769	
136			WBA		263							
136			WBD		185							
137	Sepulveda Blvd and 79th St/80th St	LA	NBA	1,799	2,007	1.12	0.12	0.29	YES	208	43,264	
137			NBD	1,815	1,951	1.07	0.07	0.29	YES	136	18,496	
137			SBA	1,990	2,390	1.20	0.20	0.28	YES	400	160,000	
137			SBD	1,829	2,304	1.26	0.26	0.29	YES	475	225,625	
137			EBA	274	189	0.69	0.31	0.58	YES	-85	7,225	
137			EBD	401	258	0.64	0.36	0.52	YES	-143	20,449	
137			WBA		301							
137			WBD		374							
138	Sepulveda Blvd and 83rd St	LA	NBA	1,767	1,954	1.11	0.11	0.29	YES	187	34,969	
138			NBD	1,772	1,879	1.06	0.06	0.29	YES	107	11,449	
138			SBA	1,858	1,951	1.05	0.05	0.29	YES	93	8,649	
138			SBD	1,775	2,007	1.13	0.13	0.29	YES	232	53,824	
138			EBA		225							
138			EBD		202							
138			WBA		95							
138			WBD		136							
139	Sepulveda Blvd and I-105 WB Ramp N/O Imperial	Caltrans/LA	NBA	2,163	2,073	0.96	0.04	0.27	YES	-90	8,100	
139			NBD	2,551	3,466	1.36	0.36	0.26	NO	915	837,225	
139			SBA	3,793	4,301	1.13	0.13	0.22	YES	508	258,064	
139			SBD	3,849	3,962	1.03	0.03	0.22	YES	113	12,769	
139			EBA	610	929	1.52	0.52	0.48	NO	319	101,761	
139			EBD	1,852	1,069	0.58	0.42	0.29	NO	-783	613,089	
139			WBA	1,686	1,239	0.73	0.27	0.29	YES	-447	199,809	
139			WBD									

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
140	Slauson Avenue and SR-90 On/Off Ramps	Caltrans / Culver City	NBA	1,424	977	0.69	0.31	0.31	NO	-447	199,809	
140			NBD	894	1,821	2.04	1.04	0.38	NO	927	859,329	
140			SBA									
140			SBD									
140			EBA	957	1,766	1.85	0.85	0.38	NO	809	654,481	
140			EBD	1,048	753	0.72	0.28	0.36	YES	-295	87,025	
140			WBA	1,479	1,954	1.32	0.32	0.31	NO	475	225,625	
140			WBD	1,914	2,099	1.10	0.10	0.28	YES	185	34,225	
141	96th Street and Airport Blvd	LA	NBA	1,147	940	0.82	0.18	0.34	YES	-207	42,849	
141			NBD	688	1,172	1.70	0.70	0.44	NO	484	234,256	
141			SBA	806	1,097	1.36	0.36	0.41	YES	291	84,681	
141			SBD	1,307	1,247	0.95	0.05	0.33	YES	-60	3,600	
141			EBA	308	690	2.24	1.24	0.58	NO	382	145,924	
141			EBD	346	261	0.75	0.25	0.58	YES	-85	7,225	
141			WBA		239							
141			WBD		289							
142	96th Street and Jenny Avenue	LA	NBA									
142			NBD									
142			SBA	285	625	2.19	1.19	0.58	NO	340	115,600	
142			SBD		103							
142			EBA	364	296	0.81	0.19	0.58	YES	-68	4,624	
142			EBD	573	393	0.69	0.31	0.48	YES	-180	32,400	
142			WBA	403	212	0.53	0.47	0.52	YES	-191	36,481	
142			WBD	291	637	2.19	1.19	0.58	NO	346	119,716	
143	96th Street and Vicksburg Avenue	LA	NBA		149							
143			NBD		137							
143			SBA	283	719	2.54	1.54	0.58	NO	436	190,096	
143			SBD	554	343	0.62	0.38	0.48	YES	-211	44,521	
143			EBA	301	22	0.07	0.93	0.58	NO	-279	77,841	
143			EBD	278	473	1.70	0.70	0.58	NO	195	38,025	
143			WBA	587	401	0.68	0.32	0.48	YES	-186	34,596	
143			WBD	341	335	0.98	0.02	0.58	YES	-6	36	
144	98th Street and Airport Blvd	LA	NBA	901	911	1.01	0.01	0.38	YES	10	100	
144			NBD	868	1,028	1.18	0.18	0.41	YES	160	25,600	
144			SBA	699	1,210	1.73	0.73	0.44	NO	511	261,121	
144			SBD	1,147	973	0.85	0.15	0.34	YES	-174	30,276	
144			EBA	490	242	0.49	0.51	0.52	YES	-248	61,504	
144			EBD		126							
144			WBA	354	238	0.67	0.33	0.58	YES	-116	13,456	
144			WBD		438							
145	Jenny Avenue and Westchester Pkwy	LA	NBA		68							
145			NBD		584							
145			SBA		86							
145			SBD		0							
145			EBA	682	907	1.33	0.33	0.44	YES	225	50,625	
145			EBD	628	397	0.63	0.37	0.44	YES	-231	53,361	
145			WBA	647	471	0.73	0.27	0.44	YES	-176	30,976	
145			WBD	755	551	0.73	0.27	0.41	YES	-204	41,616	
146	Sepulveda Eastway and Westchester Pkwy	LA	NBA	336	460	1.37	0.37	0.58	YES	124	15,376	
146			NBD		0							
146			SBA	325	482	1.48	0.48	0.58	YES	157	24,649	
146			SBD	372	470	1.26	0.26	0.58	YES	98	9,604	
146			EBA	398	670	1.68	0.68	0.52	NO	272	73,984	
146			EBD	570	537	0.94	0.06	0.48	YES	-33	1,089	
146			WBA	600	404	0.67	0.33	0.48	YES	-196	38,416	
146			WBD	670	1,007	1.50	0.50	0.44	NO	337	113,569	

#	Location	Jurisdiction	Leg	PM Peak Hour							
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared
147	Century Boulevard and Crenshaw Boulevard	Inglewood	NBA	1,166	852	0.73	0.27	0.34	YES	-314	98,596
147			NBD	1,313	994	0.76	0.24	0.33	YES	-319	101,761
147			SBA	1,275	1,108	0.87	0.13	0.33	YES	-167	27,889
147			SBD	1,062	1,182	1.11	0.11	0.36	YES	120	14,400
147			EBA	1,583	1,556	0.98	0.02	0.30	YES	-27	729
147			EBD	1,301	928	0.71	0.29	0.33	YES	-373	139,129
147			WBA	1,055	1,335	1.27	0.27	0.36	YES	280	78,400
147			WBD	1,403	1,820	1.30	0.30	0.31	YES	417	173,889
148	Fairview Boulevard and La Cienega Boulevard	LA County / Inglewood	NBA	3,324				0.24			
148			NBD	3,387				0.24			
148			SBA	3,189				0.24			
148			SBD	3,417				0.24			
148			EBA	444				0.52			
148			EBD	342				0.58			
148			WBA	535				0.48			
148			WBD	346				0.58			
149	Imperial Highway and Crenshaw Boulevard	Inglewood	NBA	1,339	938	0.70	0.30	0.33	YES	-401	160,801
149			NBD	1,273	918	0.72	0.28	0.33	YES	-355	126,025
149			SBA	1,262	858	0.68	0.32	0.33	YES	-404	163,216
149			SBD	1,365	919	0.67	0.33	0.33	NO	-446	198,916
149			EBA	1,367	1,101	0.81	0.19	0.33	YES	-266	70,756
149			EBD	898	814	0.91	0.09	0.38	YES	-84	7,056
149			WBA	966	725	0.75	0.25	0.38	YES	-241	58,081
149			WBD	1,398	1,231	0.88	0.12	0.31	YES	-167	27,889
150	Braddock Drive and Sepulveda Boulevard	Culver City	NBA	1,018	865	0.85	0.15	0.36	YES	-153	23,409
150			NBD	667	717	1.07	0.07	0.44	YES	50	2,500
150			SBA	638	785	1.23	0.23	0.44	YES	147	21,609
150			SBD	712	859	1.21	0.21	0.44	YES	147	21,609
150			EBA		325						
150			EBD	313	398	1.27	0.27	0.58	YES	85	7,225
150			WBA								
150			WBD	380				0.52			
151	Buckingham Parkway and Slauson Avenue	Culver City	NBA	446				0.52			
151			NBD	386				0.52			
151			SBA								
151			SBD								
151			EBA	1,900				0.28			
151			EBD	1,411				0.31			
151			WBA	1,600				0.30			
151			WBD	2,266				0.27			
152	Duquesne Avenue and Washington Boulevard	Culver City	NBA	379	291	0.77	0.23	0.52	YES	-88	7,744
152			NBD	451	359	0.80	0.20	0.52	YES	-92	8,464
152			SBA	315				0.58			
152			SBD	342				0.58			
152			EBA	927	946	1.02	0.02	0.38	YES	19	361
152			EBD	1,043	920	0.88	0.12	0.36	YES	-123	15,129
152			WBA	995	696	0.70	0.30	0.38	YES	-299	89,401
152			WBD	780	649	0.83	0.17	0.41	YES	-131	17,161
153	Kelmore / Ranch Lane and Overland Avenue	Culver City	NBA	1,205				0.34			
153			NBD	1,120				0.36			
153			SBA	1,111				0.36			
153			SBD	1,189				0.34			
153			EBA								
153			EBD								
153			WBA								
153			WBD								

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
154	Overland Avenue and Sawtelle Boulevard	Culver City	NBA	1,313	1,029	0.78	0.22	0.33	YES	-284	80,656	
154			NBD	1,204	1,343	1.12	0.12	0.34	YES	139	19,321	
154			SBA	1,154	1,312	1.14	0.14	0.34	YES	158	24,964	
154			SBD	1,283	1,110	0.87	0.13	0.33	YES	-173	29,929	
154			EBA	318	278	0.87	0.13	0.58	YES	-40	1,600	
154			EBD	298	167	0.56	0.44	0.58	YES	-131	17,161	
154			WBA									
154			WBD									
155	Overland Avenue and Washington Boulevard	Culver City	NBA	1,573	1,203	0.76	0.24	0.30	YES	-370	136,900	
155			NBD	1,552	1,244	0.80	0.20	0.30	YES	-308	94,864	
155			SBA	1,507	1,153	0.77	0.23	0.30	YES	-354	125,316	
155			SBD	1,474	1,020	0.69	0.31	0.31	YES	-454	206,116	
155			EBA	952	1,177	1.24	0.24	0.38	YES	225	50,625	
155			EBD	988	1,099	1.11	0.11	0.38	YES	111	12,321	
155			WBA	1,033	1,085	1.05	0.05	0.36	YES	52	2,704	
155			WBD	1,051	1,252	1.19	0.19	0.36	YES	201	40,401	
156	Walgrove Avenue and Washington Boulevard	Culver City	NBA									
156			NBD									
156			SBA		339							
156			SBD	334	299	0.90	0.10	0.58	YES	-35	1,225	
156			EBA	1,424	1,446	1.02	0.02	0.31	YES	22	484	
156			EBD	1,532	1,368	0.89	0.11	0.30	YES	-164	26,896	
156			WBA	1,396	991	0.71	0.29	0.31	YES	-405	164,025	
156			WBD	1,173	1,109	0.95	0.05	0.34	YES	-64	4,096	
157	La Cienega Bl and 104th Street	Inglewood / LA	NBA	650	868	1.34	0.34	0.44	YES	218	47,524	
157			NBD	1,028	1,695	1.65	0.65	0.36	NO	667	444,889	
157			SBA	834	1,555	1.86	0.86	0.41	NO	721	519,841	
157			SBD	639	987	1.54	0.54	0.44	NO	348	121,104	
157			EBA	349	302	0.87	0.13	0.58	YES	-47	2,209	
157			EBD		45							
157			WBA									
157			WBD									
158	Vista Del Mar and Waterview Street	LA	NBA	655				0.44				
158			NBD	1,225				0.34				
158			SBA	1,231				0.34				
158			SBD	663				0.44				
158			EBA									
158			EBD									
158			WBA									
158			WBD									
159	Hindry Avenue and Manchester Boulevard	Inglewood	NBA		637							
159			NBD		389							
159			SBA		125							
159			SBD	927	69	0.07	0.93	0.38	NO	-858	736,164	
159			EBA	1,279	1,158	0.91	0.09	0.33	YES	-121	14,641	
159			EBD	769	801	1.04	0.04	0.41	YES	32	1,024	
159			WBA	754	1,010	1.34	0.34	0.41	YES	256	65,536	
159			WBD	465	970	2.09	1.09	0.52	NO	505	255,025	
159			WB2A		941							
159			WB2D		1,644							

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
201	SR 90 EB - West of I-405	Caltrans	EB	2,851	2,612	0.92	0.08	0.25	YES	-239	57,121	
202	SR 90 WB - West of I-405	Caltrans	WB	2,417	2,548	1.05	0.05	0.26	YES	131	17,161	
203	I-105 EB - East of I-405	Caltrans	EB		9,901							
204	I-105 EB - East of Crenshaw	Caltrans	EB		11,143							
205	I-105 EB - East of Sepulveda	Caltrans	EB	1,584	4,073	2.57	1.57	0.30	NO	2,489	6,195,121	
206	I-105 WB - East of I-405	Caltrans	WB		8,522							
207	I-105 WB - East of Crenshaw	Caltrans	WB		8,926							
208	I-105 WB - East of Sepulveda	Caltrans	WB		4,379							
209	I-405 NB - North of La Tijera	Caltrans	NB	9,848	10,431	1.06	0.06	0.14	YES	583	339,889	
210	I-405 NB - North of Venice	Caltrans	NB	7,096	10,064	1.42	0.42	0.16	NO	2,968	8,809,024	
211	I-405 NB - South of SR 90	Caltrans	NB	9,184	9,655	1.05	0.05	0.14	YES	471	221,841	
212	I-405 NB - South of Rosecrans	Caltrans	NB		8,835							
213	I-405 SB - North of La Tijera	Caltrans	SB	9,543	11,860	1.24	0.24	0.14	NO	2,317	5,368,489	
214	I-405 SB - North of Venice	Caltrans	SB	7,545	10,009	1.33	0.33	0.15	NO	2,464	6,071,296	
215	I-405 SB - South of SR 90	Caltrans	SB	9,269	11,144	1.20	0.20	0.14	NO	1,875	3,515,625	
216	I-405 SB - South of Rosecrans	Caltrans	SB		10,209							
301	I-405 NB Off-Ramp to SR 90	Caltrans	NB	1,022	1,414	1.38	0.38	0.36	NO	392	153,664	
302	I-405 NB Off-Ramp to SR 105	Caltrans	NB	1,747	2,625	1.50	0.50	0.29	NO	878	770,884	
303	I-405 NB Off-Ramp to Braddock	Caltrans	NB	647	656	1.01	0.01	0.44	YES	9	81	
304	I-405 NB Off-Ramp to Century	Caltrans	NB		493							
305	I-405 NB Off-Ramp to EB Rosecrans	Caltrans	NB	770	836	1.09	0.09	0.41	YES	66	4,356	
306	I-405 NB Off-Ramp to El Segundo	Caltrans	NB	556	535	0.96	0.04	0.48	YES	-21	441	
307	I-405 NB Off-Ramp to Hughes	Caltrans	NB	212	71	0.33	0.67	0.63	NO	-141	19,881	
308	I-405 NB Off-Ramp to Imperial	Caltrans	NB		431							
309	I-405 NB Off-Ramp to Jefferson	Caltrans	NB		598							
310	I-405 NB Off-Ramp to La Cienega	Caltrans	NB	2,078	480	0.23	0.77	0.28	NO	-1,598	2,553,604	
311	I-405 NB Off-Ramp to La Tijera	Caltrans	NB		684							
312	I-405 NB Off-Ramp to Manchester	Caltrans	NB		226							
313	I-405 NB Off-Ramp to Sepulveda	Caltrans	NB	441	462	1.05	0.05	0.52	YES	21	441	
314	I-405 NB Off-Ramp to Venice/Washington	Caltrans	NB	704	784	1.11	0.11	0.44	YES	80	6,400	
315	I-405 NB On-Ramp from EB SR 90	Caltrans	NB	662	461	0.70	0.30	0.44	YES	-201	40,401	
316	I-405 NB On-Ramp from Century	Caltrans	NB		562							
317	I-405 NB On-Ramp from Culver	Caltrans	NB	209	509	2.44	1.44	0.63	NO	300	90,000	
318	I-405 NB On-Ramp from EB SR 105	Caltrans	NB	673	516	0.77	0.23	0.44	YES	-157	24,649	
319	I-405 NB On-Ramp from El Segundo	Caltrans	NB		186							
320	I-405 NB On-Ramp from EB Roecrans	Caltrans	NB	801	781	0.98	0.02	0.41	YES	-20	400	
322	I-405 NB On-Ramp from Hughes	Caltrans	NB	758	415	0.55	0.45	0.41	NO	-343	117,649	
323	I-405 NB On-Ramp from Jefferson	Caltrans	NB		768							
325	I-405 NB On-Ramp from La Tijera	Caltrans	NB		754							
326	I-405 NB On-Ramp from Manchester	Caltrans	NB		819							
327	I-405 NB On-Ramp from Sawtelle	Caltrans	NB	193	313	1.62	0.62	0.63	YES	120	14,400	
328	I-405 NB On-Ramp from Venice/Washington	Caltrans	NB	618	949	1.54	0.54	0.48	NO	331	109,561	
329	I-405 NB On-Ramp from WB SR 105	Caltrans	NB	1,635	2,848	1.74	0.74	0.29	NO	1,213	1,471,369	

#	Location	Jurisdiction	Leg	PM Peak Hour								
				Traffic Count	Base Year Model	Model / Count	Deviation	Maximum Deviation	Within Deviation	Model - Count	Difference Squared	
330	I-405 NB On-Ramp from WB Rosecrans	Caltrans	NB	534	411	0.77	0.23	0.48	YES	-123	15,129	
331	I-405 SB Off-Ramp to SR 90	Caltrans	SB	1,671	1,147	0.69	0.31	0.29	NO	-524	274,576	
332	I-405 SB Off-Ramp to SR 105	Caltrans	SB	2,782	4,035	1.45	0.45	0.25	NO	1,253	1,570,009	
333	I-405 SB Off-Ramp to Century	Caltrans	SB	2,364	847	0.36	0.64	0.27	NO	-1,517	2,301,289	
334	I-405 SB Off-Ramp to Culver	Caltrans	SB	473	622	1.32	0.32	0.52	YES	149	22,201	
335	I-405 SB Off-Ramp to EB Rosecrans	Caltrans	SB	434	414	0.95	0.05	0.52	YES	-20	400	
336	I-405 SB Off-Ramp to El Segundo	Caltrans	SB	974	667	0.68	0.32	0.38	YES	-307	94,249	
337	I-405 SB Off-Ramp to Hughes	Caltrans	SB	552	863	1.56	0.56	0.48	NO	311	96,721	
338	I-405 SB Off-Ramp to Jefferson	Caltrans	SB		793							
339	I-405 SB Off-Ramp to La Tijera	Caltrans	SB		843							
340	I-405 SB Off-Ramp to Manchester	Caltrans	SB	1,011	957	0.95	0.05	0.36	YES	-54	2,916	
341	I-405 SB Off-Ramp to Venice/Washington	Caltrans	SB	554	980	1.77	0.77	0.48	NO	426	181,476	
342	I-405 SB Off-Ramp to WB Rosecrans	Caltrans	SB	795	969	1.22	0.22	0.41	YES	174	30,276	
343	I-405 SB On-Ramp from SR 90	Caltrans	SB	1,690	1,744	1.03	0.03	0.29	YES	54	2,916	
344	I-405 SB On-Ramp from SR 105	Caltrans	SB	1,393	2,869	2.06	1.06	0.31	NO	1,476	2,178,576	
345	I-405 SB On-Ramp from Braddock	Caltrans	SB	504	719	1.43	0.43	0.48	YES	215	46,225	
346	I-405 SB On-Ramp from EB El Segundo	Caltrans	SB	896	496	0.55	0.45	0.38	NO	-400	160,000	
347	I-405 SB On-Ramp from EB Imperial/La Cienga	Caltrans	SB	158	202	1.28	0.28	0.63	YES	44	1,936	
348	I-405 SB On-Ramp from WB El Segundo	Caltrans	SB	375	78	0.21	0.79	0.52	NO	-297	88,209	
349	I-405 SB On-Ramp from Hughes	Caltrans	SB	695	554	0.80	0.20	0.44	YES	-141	19,881	
350	I-405 SB On-Ramp from Jefferson	Caltrans	SB		910							
324	I-405 SB On-Ramp from La Cienga	Caltrans	SB	2,023	1,124	0.56	0.44	0.28	NO	-899	808,201	
351	I-405 SB On-Ramp from La Tijera	Caltrans	SB		604							
352	I-405 SB On-Ramp from Manchester	Caltrans	SB	973	728	0.75	0.25	0.38	YES	-245	60,025	
353	I-405 SB On-Ramp from Rosecrans/Hindry	Caltrans	SB	889	758	0.85	0.15	0.38	YES	-131	17,161	
354	I-405 SB On-Ramp from Venice/Washington	Caltrans	SB	661	1,032	1.56	0.56	0.44	NO	371	137,641	
355	I-405 SB On-Ramp from WB Imperial/La Cienga	Caltrans	SB		713							
Total				1,293,806	1,245,374	Model/Count Ratio = 0.96				0.96		
Duplicate count from intersection counts Count seemed to be inaccurate								Percent Within Caltrans Maximum Deviation = 79%				> 75%
								Percent Root Mean Square Error = 33%				< 40%
								Correlation Coefficient = 0.92				> 0.88

TBIT Model Static Validation Results: AM Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference	
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared	
Screenline 11:												
Venice BI Northbound	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBD	2008	1074	847	1.27	0.41	Yes	227	51,529	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	2008	812	1289	0.63	0.33	No	-477	227,529	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBA	2008	1365	1384	0.99	0.31	Yes	-19	361	
	Centinela Ave and Venice Blvd	LA	NBA	2008	1119	1580	0.71	0.30	Yes	-461	212,521	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBA	2008	1706	1924	0.89	0.28	Yes	-218	47,524	
	I-405 NB - North of Venice	Caltrans	NB	2005	9984	9672	1.03	0.14	Yes	312	97,344	
					Total Screenline	16,060	16,696	0.96	0.20	Yes	-636	404,496
					Percent RMSE =	0.04	< 40%					
Screenline 12:												
Venice BI Southbound	Centinela Ave and Venice Blvd	LA	NBD	2008	922	922	1.00	0.38	Yes	0	0	
	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBA	2008	738	675	1.09	0.44	Yes	63	3,969	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBD	2008	974	906	1.08	0.38	Yes	68	4,624	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBD	2008	908	805	1.13	0.41	Yes	103	10,609	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBD	2008	1434	1650	0.87	0.29	Yes	-216	46,656	
	I-405 SB - North of Venice	Caltrans	SB	2005	7998	8249	0.97	0.15	Yes	-251	63,001	
					Total Screenline	12,974	13,207	0.98	0.22	Yes	-233	54,289
					Percent RMSE =	0.02	< 40%					
Screenline 21:												
Pershing/Vista Del Mar Westbound	Grand Ave and Vista Del Mar	LA	WBD	2008	190	220	0.86	0.63	Yes	-30	900	
	Manchester Ave and Pershing Dr	LA	WBD	2008	541	195	2.77	0.63	No	346	119,716	
	Pershing Dr and Westchester Pkwy	LA	WBD	2008	144	235	0.61	0.63	Yes	-91	8,281	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBD	2008	765	443	1.73	0.52	No	322	103,684	
	Imperial Hwy and Pershing Drive	LA	WBD	2008	823	1144	0.72	0.34	Yes	-321	103,041	
	Culver Blvd and Jefferson Blvd	LA	EBA	2008	1712	2617	0.65	0.26	No	-905	819,025	
					Total Screenline	4,175	4,854	0.86	0.33	Yes	-679	461,041
					Percent RMSE =	0.19	< 40%					
Screenline 22:												
Pershing/Vista Del Mar Eastbound	Grand Ave and Vista Del Mar	LA	WBA	2008	294	201	1.46	0.63	Yes	93	8,649	
	Pershing Dr and Westchester Pkwy	LA	WBA	2008	183	163	1.12	0.63	Yes	20	400	
	Manchester Ave and Pershing Dr	LA	WBA	2008	202	501	0.40	0.48	No	-299	89,401	
	Culver Blvd and Jefferson Blvd	LA	EBD	2008	1135	578	1.96	0.48	No	557	310,249	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBA	2008	444	753	0.59	0.41	No	-309	95,481	
	Imperial Hwy and Pershing Drive	LA	WBA	2008	1367	1291	1.06	0.33	Yes	76	5,776	
					Total Screenline	3,625	3,487	1.04	0.39	Yes	138	19,044
					Percent RMSE =	0.17	< 40%					
Screenline 31:												
Manchester Av Northbound	Inglewood Ave and Manchester Blvd	Inglewood	NBA	2008	376	265	1.42	0.58	Yes	111	12,321	
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBA	2008	325	489	0.66	0.52	Yes	-164	26,896	
	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	2008	638	591	1.08	0.48	Yes	47	2,209	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBA	2008	860	620	1.39	0.48	Yes	240	57,600	
	Manchester Ave and Pershing Dr	LA	NBA	2008	837	1023	0.82	0.36	Yes	-186	34,596	
	La Brea Ave and Manchester Blvd	Inglewood	NBA	2008	797	787	1.01	0.41	Yes	10	100	
	Airport Blvd and Manchester Ave	LA	NBA	2008	1088	727	1.50	0.44	No	361	130,321	
	Imperial Highway and Vista del Mar	LA	SBD	2008	1394	1310	1.06	0.33	Yes	84	7,056	
	La Tijera Blvd and Sepulveda Blvd	LA	SBD	2008	1729	1440	1.20	0.31	Yes	289	83,521	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	2008	1703	1319	1.29	0.33	Yes	384	147,456	
					Total Screenline	9,747	8,571	1.14	0.26	Yes	1,176	1,382,976
					Percent RMSE =	0.12	< 40%					

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference	
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared	
Screenline 32:												
Manchester Av Southbound	Inglewood Ave and Manchester Blvd	Inglewood	NBD	2008	213	198	1.08	0.63	Yes	15	225	
	Imperial Highway and Vista del Mar	LA	SBA	2008	501	439	1.14	0.52	Yes	62	3,844	
	Manchester Ave and Pershing Dr	LA	NBD	2008	631	326	1.94	0.58	No	305	93,025	
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBD	2008	675	486	1.39	0.52	Yes	189	35,721	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBD	2008	803	590	1.36	0.48	Yes	213	45,369	
	La Brea Ave and Manchester Blvd	Inglewood	NBD	2008	354	542	0.65	0.48	Yes	-188	35,344	
	Airport Blvd and Manchester Ave	LA	NBD	2008	774	868	0.89	0.41	Yes	-94	8,836	
	La Cienega Blvd and Manchester Blvd	Inglewood	NBD	2008	583	1005	0.58	0.36	No	-422	178,084	
	La Tijera Blvd and Sepulveda Blvd	LA	SBA	2008	1331	1180	1.13	0.34	Yes	151	22,801	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBD	2008	912	1368	0.67	0.33	No	-456	207,936	
					Total Screenline	6,777	7,002	0.97	0.28	Yes	-225	50,625
					Percent RMSE =	0.16	< 40%					
Screenline 41:												
Lincoln Bl Westbound	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBD	2008	606	540	1.12	0.48	Yes	66	4,356	
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBD	2008	214	464	0.46	0.52	No	-250	62,500	
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBD	2008	412	758	0.54	0.41	No	-346	119,716	
	Lincoln Blvd and SR-90	Caltrans / LA County	WBD	2008	890	895	0.99	0.38	Yes	-5	25	
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBD	2008	886	1053	0.84	0.36	Yes	-167	27,889	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBD	2008	994	1093	0.91	0.36	Yes	-99	9,801	
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBD	2008	1368	917	1.49	0.38	No	451	203,401	
	Culver Blvd and Jefferson Blvd	LA	WBD	2008	1325	2133	0.62	0.27	No	-808	652,864	
					Total Screenline	6,695	7,853	0.85	0.27	Yes	-1,158	1,340,964
					Percent RMSE =	0.15	< 40%					
Screenline 42:												
Lincoln Bl Eastbound	Culver Blvd and Jefferson Blvd	LA	WBA	2008	713	344	2.07	0.58	No	369	136,161	
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBA	2008	154	523	0.29	0.48	No	-369	136,161	
	Lincoln Blvd and SR-90	Caltrans / LA County	WBA	2008	1047	750	1.40	0.41	Yes	297	88,209	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBA	2008	651	698	0.93	0.44	Yes	-47	2,209	
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBA	2008	630	787	0.80	0.41	Yes	-157	24,649	
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBA	2008	558	852	0.65	0.41	Yes	-294	86,436	
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBA	2008	977	1026	0.95	0.36	Yes	-49	2,401	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBA	2008	1410	1065	1.32	0.36	Yes	345	119,025	
					Total Screenline	6,140	6,045	1.02	0.30	Yes	95	9,025
					Percent RMSE =	0.15	< 40%					
Screenline 51:												
El Segundo Bl Northbound	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	2008	453	650	0.70	0.44	Yes	-197	38,809	
	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	2008	938	1318	0.71	0.33	Yes	-380	144,400	
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	2008	1323	1092	1.21	0.36	Yes	231	53,361	
	Grand Ave and Vista Del Mar	LA	NBA	2008	1221	1626	0.75	0.29	Yes	-405	164,025	
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	2008	3075	3219	0.96	0.24	Yes	-144	20,736	
					Total Screenline	7,010	7,905	0.89	0.27	Yes	-895	801,025
					Percent RMSE =	0.06	< 40%					
Screenline 52:												
El Segundo Bl Southbound	Grand Ave and Vista Del Mar	LA	NBD	2008	541	519	1.04	0.48	Yes	22	484	
	El Segundo Blvd and Inglewood Ave	Hawthorne	NBD	2008	489	554	0.88	0.48	Yes	-65	4,225	
	Aviation Blvd and El Segundo Blvd	El Segundo	NBD	2008	616	764	0.81	0.41	Yes	-148	21,904	
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBD	2008	788	718	1.10	0.44	Yes	70	4,900	
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBD	2008	1064	1287	0.83	0.33	Yes	-223	49,729	
					Total Screenline	3,498	3,842	0.91	0.37	Yes	-344	118,336
					Percent RMSE =	0.05	< 40%					
Screenline 61:												
Aviation Bl Westbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBA	2008	428	454	0.94	0.52	Yes	-26	676	
	Aviation Blvd and El Segundo Blvd	El Segundo	EBA	2008	397	567	0.70	0.48	Yes	-170	28,900	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	EBA	2008	948	792	1.20	0.41	Yes	156	24,336	
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBA	2008	967	782	1.24	0.41	Yes	185	34,225	
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBD	2008	995	1080	0.92	0.36	Yes	-85	7,225	
	Aviation Blvd and Century Blvd	LA	EBA	2008	1413	1296	1.09	0.33	Yes	117	13,689	
					Total Screenline	5,148	4,971	1.04	0.33	Yes	177	31,329
					Percent RMSE =	0.06	< 40%					

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared
Screenline 62:											
Aviation BI Eastbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBD	2008	1105	920	1.20	0.38	Yes	185	34,225
	Aviation BI / Florence Ave and Manchester BI	Inglewood	EBD	2008	1452	1540	0.94	0.30	Yes	-88	7,744
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBD	2008	1590	2290	0.69	0.27	No	-700	490,000
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBA	2008	1268	1241	1.02	0.34	Yes	27	729
	Aviation Blvd and El Segundo Blvd	El Segundo	EBD	2008	1878	2117	0.89	0.28	Yes	-239	57,121
	Aviation Blvd and Century Blvd	LA	EBD	2008	1692	2570	0.66	0.26	No	-878	770,884
Total Screenline					8,985	10,678	0.84	0.24	Yes	-1,693	2,866,249
Percent RMSE =					0.09	< 40%					
Screenline 71:											
Overland Av Westbound	Culver Blvd and Overland Ave	Culver City	EBA	2008	489	666	0.73	0.44	Yes	-177	31,329
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBA	2008	773	1038	0.74	0.36	Yes	-265	70,225
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBA	2008	1677	1586	1.06	0.30	Yes	91	8,281
Total Screenline					2,939	3,290	0.89	0.39	Yes	-351	123,201
Percent RMSE =					0.04	< 40%					
Screenline 72:											
Overland Av Eastbound	Culver Blvd and Overland Ave	Culver City	EBD	2008	710	711	1.00	0.44	Yes	-1	1
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBD	2008	662	857	0.77	0.41	Yes	-195	38,025
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBD	2008	1712	1707	1.00	0.29	Yes	5	25
Total Screenline					3,084	3,275	0.94	0.39	Yes	-191	36,481
Percent RMSE =					0.03	< 40%					
Screenline 81:											
La Brea Westbound	Arbor Vitae St and La Brea Ave	Inglewood	EBA	2008	415	383	1.08	0.52	Yes	32	1,024
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBA	2008	647	501	1.29	0.48	Yes	146	21,316
	Florence Ave and La Brea Ave	Inglewood	EBA	2008	671	461	1.46	0.52	Yes	210	44,100
	La Brea Ave and Slauson Ave	LA County	WBD	2008	719	737	0.98	0.44	Yes	-18	324
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBA	2008	706	796	0.89	0.41	Yes	-90	8,100
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBA	2008	576	462	1.25	0.52	Yes	114	12,996
	La Brea Ave and Manchester Blvd	Inglewood	EBA	2008	719	670	1.07	0.44	Yes	49	2,401
	Centinela Ave and La Brea Ave	Inglewood	WBD	2008	784	536	1.46	0.48	Yes	248	61,504
Total Screenline					5,237	4,546	1.15	0.34	Yes	691	477,481
Percent RMSE =					0.10	< 40%					
Screenline 82:											
La Brea Eastbound	Arbor Vitae St and La Brea Ave	Inglewood	EBD	2008	470	541	0.87	0.48	Yes	-71	5,041
	Florence Ave and La Brea Ave	Inglewood	EBD	2008	1211	986	1.23	0.38	Yes	225	50,625
	La Brea Ave and Manchester Blvd	Inglewood	EBD	2008	1262	1154	1.09	0.34	Yes	108	11,664
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBD	2008	1141	1017	1.12	0.36	Yes	124	15,376
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBD	2008	1415	1206	1.17	0.34	Yes	209	43,681
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBD	2008	908	1030	0.88	0.36	Yes	-122	14,884
	Centinela Ave and La Brea Ave	Inglewood	WBA	2008	1256	1732	0.73	0.29	Yes	-476	226,576
	La Brea Ave and Slauson Ave	LA County	WBA	2008	1664	1805	0.92	0.29	Yes	-141	19,881
Total Screenline					9,327	9,471	0.98	0.25	Yes	-144	20,736
Percent RMSE =					0.07	< 40%					
					16	Total Screenlines					
					16	Screenlines Within Deviation					
					0	Screenlines Outside Deviation					
						100% Percent Within Caltrans Maximum Deviation (>75%)					

TBIT Model Static Validation Results: Mid-Day Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference	
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared	
Screenline 11:												
Venice BI Northbound	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBD	2008	736	925	0.80	0.38	Yes	-189	35,721	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	2008	763	1062	0.72	0.36	Yes	-299	89,401	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBA	2008	1229	1411	0.87	0.31	Yes	-182	33,124	
	Centinela Ave and Venice Blvd	LA	NBA	2008	909	1237	0.73	0.34	Yes	-328	107,584	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBA	2008	1498	1981	0.76	0.28	Yes	-483	233,289	
	I-405 NB - North of Venice	Caltrans	NB	2005	9077	8732	1.04	0.14	Yes	345	119,025	
					Total Screenline	14,212	15,348	0.93	0.21	Yes	-1,136	1,290,496
					Percent RMSE =	0.04	< 40%					
Screenline 12:												
Venice BI Southbound	Centinela Ave and Venice Blvd	LA	NBD	2008	970	1153	0.84	0.34	Yes	-183	33,489	
	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBA	2008	765	660	1.16	0.44	Yes	105	11,025	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBD	2008	993	1201	0.83	0.34	Yes	-208	43,264	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBD	2008	877	792	1.11	0.41	Yes	85	7,225	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBD	2008	1710	2683	0.64	0.25	No	-973	946,729	
	I-405 SB - North of Venice	Caltrans	SB	2005	8404	8678	0.97	0.14	Yes	-274	75,076	
					Total Screenline	13,719	15,167	0.90	0.21	Yes	-1,448	2,096,704
					Percent RMSE =	0.06	< 40%					
Screenline 21:												
Pershing/Vista Del Mar Westbound	Grand Ave and Vista Del Mar	LA	WBD	2008	121	248	0.49	0.63	Yes	-127	16,129	
	Manchester Ave and Pershing Dr	LA	WBD	2008	169	324	0.52	0.58	Yes	-155	24,025	
	Pershing Dr and Westchester Pkwy	LA	WBD	2008	214	278	0.77	0.58	Yes	-64	4,096	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBD	2008	578	442	1.31	0.52	Yes	136	18,496	
	Imperial Hwy and Pershing Drive	LA	WBD	2008	594	717	0.83	0.44	Yes	-123	15,129	
	Culver Blvd and Jefferson Blvd	LA	EBA	2008	1137	1426	0.80	0.31	Yes	-289	83,521	
					Total Screenline	2,813	3,435	0.82	0.39	Yes	-622	386,884
					Percent RMSE =	0.10	< 40%					
Screenline 22:												
Pershing/Vista Del Mar Eastbound	Grand Ave and Vista Del Mar	LA	WBA	2008	115	270	0.43	0.58	Yes	-155	24,025	
	Pershing Dr and Westchester Pkwy	LA	WBA	2008	126	197	0.64	0.63	Yes	-71	5,041	
	Manchester Ave and Pershing Dr	LA	WBA	2008	156	357	0.44	0.58	Yes	-201	40,401	
	Culver Blvd and Jefferson Blvd	LA	EBD	2008	845	609	1.39	0.48	Yes	236	55,696	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBA	2008	614	550	1.12	0.48	Yes	64	4,096	
	Imperial Hwy and Pershing Drive	LA	WBA	2008	880	982	0.90	0.38	Yes	-102	10,404	
					Total Screenline	2,736	2,965	0.92	0.41	Yes	-229	52,441
					Percent RMSE =	0.11	< 40%					
Screenline 31:												
Manchester Av Northbound	Inglewood Ave and Manchester Blvd	Inglewood	NBA	2008	350	225	1.56	0.63	Yes	125	15,625	
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBA	2008	742	574	1.29	0.48	Yes	168	28,224	
	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	2008	385	415	0.93	0.52	Yes	-30	900	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBA	2008	775	523	1.48	0.48	No	252	63,504	
	Manchester Ave and Pershing Dr	LA	NBA	2008	543	387	1.40	0.52	Yes	156	24,336	
	La Brea Ave and Manchester Blvd	Inglewood	NBA	2008	607	620	0.98	0.48	Yes	-13	169	
	Airport Blvd and Manchester Ave	LA	NBA	2008	1133	999	1.13	0.38	Yes	134	17,956	
	Imperial Highway and Vista del Mar	LA	SBD	2008	616	483	1.28	0.52	Yes	133	17,689	
	La Tijera Blvd and Sepulveda Blvd	LA	SBD	2008	1631	1325	1.23	0.33	Yes	306	93,636	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	2008	1284	1149	1.12	0.34	Yes	135	18,225	
					Total Screenline	8,066	6,700	1.20	0.29	Yes	1,366	1,865,956
					Percent RMSE =	0.11	< 40%					

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared
Screenline 32:											
Manchester Av Southbound	Inglewood Ave and Manchester Blvd	Inglewood	NBD	2008	362	282	1.28	0.58	Yes	80	6,400
	Imperial Highway and Vista del Mar	LA	SBA	2008	576	431	1.34	0.52	Yes	145	21,025
	Manchester Ave and Pershing Dr	LA	NBD	2008	300	329	0.91	0.58	Yes	-29	841
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBD	2008	719	573	1.25	0.48	Yes	146	21,316
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBD	2008	594	521	1.14	0.48	Yes	73	5,329
	La Brea Ave and Manchester Blvd	Inglewood	NBD	2008	534	759	0.70	0.41	Yes	-225	50,625
	Airport Blvd and Manchester Ave	LA	NBD	2008	830	752	1.10	0.41	Yes	78	6,084
	La Cienega Blvd and Manchester Blvd	Inglewood	NBD	2008	416	952	0.44	0.38	No	-536	287,296
	La Tijera Blvd and Sepulveda Blvd	LA	SBA	2008	1426	1198	1.19	0.34	Yes	228	51,984
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBD	2008	1266	1203	1.05	0.34	Yes	63	3,969
Total Screenline					7,023	7,000	1.00	0.28	Yes	23	529
Percent RMSE =					0.14	< 40%					
Screenline 41:											
Lincoln Bl Westbound	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBD	2008	562	550	1.02	0.48	Yes	12	144
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBD	2008	244	627	0.39	0.44	No	-383	146,689
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBD	2008	532	727	0.73	0.44	Yes	-195	38,025
	Lincoln Blvd and SR-90	Caltrans / LA County	WBD	2008	811	705	1.15	0.44	Yes	106	11,236
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBD	2008	1168	1286	0.91	0.33	Yes	-118	13,924
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBD	2008	755	977	0.77	0.38	Yes	-222	49,284
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBD	2008	1580	776	2.04	0.41	No	804	646,416
	Culver Blvd and Jefferson Blvd	LA	WBD	2008	737	1182	0.62	0.34	No	-445	198,025
Total Screenline					6,389	6,830	0.94	0.29	Yes	-441	194,481
Percent RMSE =					0.18	< 40%					
Screenline 42:											
Lincoln Bl Eastbound	Culver Blvd and Jefferson Blvd	LA	WBA	2008	583	403	1.45	0.52	Yes	180	32,400
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBA	2008	252	620	0.41	0.48	No	-368	135,424
	Lincoln Blvd and SR-90	Caltrans / LA County	WBA	2008	843	912	0.92	0.38	Yes	-69	4,761
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBA	2008	733	777	0.94	0.41	Yes	-44	1,936
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBA	2008	646	889	0.73	0.38	Yes	-243	59,049
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBA	2008	676	1121	0.60	0.36	No	-445	198,025
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBA	2008	1022	1304	0.78	0.33	Yes	-282	79,524
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBA	2008	1043	1006	1.04	0.36	Yes	37	1,369
Total Screenline					5,798	7,032	0.82	0.28	Yes	-1,234	1,522,756
Percent RMSE =					0.12	< 40%					
Screenline 51:											
El Segundo Bl Northbound	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	2008	630	929	0.68	0.38	Yes	-299	89,401
	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	2008	503	902	0.56	0.38	No	-399	159,201
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	2008	954	1336	0.71	0.33	Yes	-382	145,924
	Grand Ave and Vista Del Mar	LA	NBA	2008	659	701	0.94	0.44	Yes	-42	1,764
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	2008	1646	2053	0.80	0.28	Yes	-407	165,649
Total Screenline					4,392	5,921	0.74	0.31	Yes	-1,529	2,337,841
Percent RMSE =					0.09	< 40%					
Screenline 52:											
El Segundo Bl Southbound	Grand Ave and Vista Del Mar	LA	NBD	2008	512	670	0.76	0.44	Yes	-158	24,964
	El Segundo Blvd and Inglewood Ave	Hawthorne	NBD	2008	602	795	0.76	0.41	Yes	-193	37,249
	Aviation Blvd and El Segundo Blvd	El Segundo	NBD	2008	586	824	0.71	0.41	Yes	-238	56,644
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBD	2008	873	1251	0.70	0.33	Yes	-378	142,884
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBD	2008	1630	2450	0.67	0.26	No	-820	672,400
Total Screenline					4,203	5,990	0.70	0.31	Yes	-1,787	3,193,369
Percent RMSE =					0.11	< 40%					

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared
Screenline 61:											
Aviation BI Westbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBA	2008	834	604	1.38	0.48	Yes	230	52,900
	Aviation Blvd and El Segundo Blvd	El Segundo	EBA	2008	888	1156	0.77	0.34	Yes	-268	71,824
	Aviation BI / Florence Ave and Manchester BI	Inglewood	EBA	2008	1243	1334	0.93	0.33	Yes	-91	8,281
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBA	2008	1340	1707	0.79	0.29	Yes	-367	134,689
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBD	2008	1427	1218	1.17	0.34	Yes	209	43,681
	Aviation Blvd and Century Blvd	LA	EBA	2008	2241	2146	1.04	0.27	Yes	95	9,025
Total Screenline					7,973	8,165	0.98	0.26	Yes	-192	36,864
Percent RMSE =					0.06	< 40%					
Screenline 62:											
Aviation BI Eastbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBD	2008	868	740	1.17	0.44	Yes	128	16,384
	Aviation BI / Florence Ave and Manchester BI	Inglewood	EBD	2008	1020	1080	0.94	0.36	Yes	-60	3,600
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBD	2008	1341	1823	0.74	0.29	Yes	-482	232,324
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBA	2008	1228	1192	1.03	0.34	Yes	36	1,296
	Aviation Blvd and El Segundo Blvd	El Segundo	EBD	2008	1215	1271	0.96	0.33	Yes	-56	3,136
	Aviation Blvd and Century Blvd	LA	EBD	2008	1596	2111	0.76	0.28	Yes	-515	265,225
Total Screenline					7,268	8,217	0.88	0.26	Yes	-949	900,601
Percent RMSE =					0.08	< 40%					
Screenline 71:											
Overland Av Westbound	Culver Blvd and Overland Ave	Culver City	EBA	2008	458	533	0.86	0.48	Yes	-75	5,625
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBA	2008	751	1049	0.72	0.36	Yes	-298	88,804
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBA	2008	1042	1381	0.75	0.31	Yes	-339	114,921
Total Screenline					2,251	2,963	0.76	0.41	Yes	-712	506,944
Percent RMSE =					0.07	< 40%					
Screenline 72:											
Overland Av Eastbound	Culver Blvd and Overland Ave	Culver City	EBD	2008	502	581	0.86	0.48	Yes	-79	6,241
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBD	2008	681	878	0.78	0.38	Yes	-197	38,809
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBD	2008	1273	1660	0.77	0.29	Yes	-387	149,769
Total Screenline					2,456	3,119	0.79	0.40	Yes	-663	439,569
Percent RMSE =					0.06	< 40%					
Screenline 81:											
La Brea Westbound	Arbor Vitae St and La Brea Ave	Inglewood	EBA	2008	403	463	0.87	0.52	Yes	-60	3,600
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBA	2008	767	911	0.84	0.38	Yes	-144	20,736
	Florence Ave and La Brea Ave	Inglewood	EBA	2008	451	568	0.79	0.48	Yes	-117	13,689
	La Brea Ave and Slauson Ave	LA County	WBD	2008	967	1078	0.90	0.36	Yes	-111	12,321
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBA	2008	1109	1006	1.10	0.36	Yes	103	10,609
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBA	2008	752	752	1.00	0.41	Yes	0	0
	La Brea Ave and Manchester Blvd	Inglewood	EBA	2008	1100	895	1.23	0.38	Yes	205	42,025
	Centinela Ave and La Brea Ave	Inglewood	WBD	2008	826	705	1.17	0.44	Yes	121	14,641
Total Screenline					6,375	6,378	1.00	0.30	Yes	-3	9
Percent RMSE =					0.06	< 40%					
Screenline 82:											
La Brea Eastbound	Arbor Vitae St and La Brea Ave	Inglewood	EBD	2008	366	401	0.91	0.52	Yes	-35	1,225
	Florence Ave and La Brea Ave	Inglewood	EBD	2008	545	461	1.18	0.52	Yes	84	7,056
	La Brea Ave and Manchester Blvd	Inglewood	EBD	2008	1174	1089	1.08	0.36	Yes	85	7,225
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBD	2008	711	1111	0.64	0.36	No	-400	160,000
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBD	2008	1119	959	1.17	0.38	Yes	160	25,600
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBD	2008	516	674	0.77	0.44	Yes	-158	24,964
	Centinela Ave and La Brea Ave	Inglewood	WBA	2008	855	774	1.10	0.41	Yes	81	6,561
	La Brea Ave and Slauson Ave	LA County	WBA	2008	1039	1131	0.92	0.34	Yes	-92	8,464
Total Screenline					6,325	6,600	0.96	0.29	Yes	-275	75,625
Percent RMSE =					0.08	< 40%					
					16	Total Screenlines					
					16	Screenlines Within Deviation					
					0	Screenlines Outside Deviation					
					100% Percent Within Caltrans Maximum Deviation (>75%)						

TBIT Model Static Validation Results: PM Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference	
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared	
Screenline 11:												
Venice BI Northbound	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBD	2008	807	787	1.03	0.41	Yes	20	400	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBA	2008	1020	1478	0.69	0.31	Yes	-458	209,764	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBA	2008	1191	1556	0.77	0.30	Yes	-365	133,225	
	Centinela Ave and Venice Blvd	LA	NBA	2008	1140	1625	0.70	0.29	No	-485	235,225	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBA	2008	1642	1716	0.96	0.29	Yes	-74	5,476	
	I-405 NB - North of Venice	Caltrans	NB	2005	9770	7096	1.38	0.16	No	2,674	7,150,276	
Total Screenline					15,570	14,258	1.09	0.21	Yes	1,312	1,721,344	
Percent RMSE =					0.17	< 40%						
Screenline 12:												
Venice BI Southbound	Centinela Ave and Venice Blvd	LA	NBD	2008	1266	1707	0.74	0.29	Yes	-441	194,481	
	Matteson Ave/ I-405 SB Ramps and Sawtelle Bl	Caltrans / Culver City	SBA	2008	1074	1110	0.97	0.36	Yes	-36	1,296	
	Sepulveda Blvd and Venice Boulevard	Culver City / LA (LA Maintained)	NBD	2008	1238	1057	1.17	0.36	Yes	181	32,761	
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	NBD	2008	1153	1516	0.76	0.30	Yes	-363	131,769	
	Lincoln Blvd and Venice Blvd	Caltrans / LA	NBD	2008	1621	2065	0.78	0.28	Yes	-444	197,136	
	I-405 SB - North of Venice	Caltrans	SB	2005	9717	7545	1.29	0.15	No	2,172	4,717,584	
Total Screenline					16,069	15,000	1.07	0.21	Yes	1,069	1,142,761	
Percent RMSE =					0.13	< 40%						
Screenline 21:												
Pershing/Vista Del Mar Westbound	Grand Ave and Vista Del Mar	LA	WBD	2008	201	276	0.73	0.58	Yes	-75	5,625	
	Manchester Ave and Pershing Dr	LA	WBD	2008	197	513	0.38	0.48	No	-316	99,856	
	Pershing Dr and Westchester Pkwy	LA	WBD	2008	129	298	0.43	0.58	Yes	-169	28,561	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBD	2008	603	653	0.92	0.44	Yes	-50	2,500	
	Imperial Hwy and Pershing Drive	LA	WBD	2008	1120	1256	0.89	0.33	Yes	-136	18,496	
	Culver Blvd and Jefferson Blvd	LA	EBA	2008	1291	1391	0.93	0.31	Yes	-100	10,000	
Total Screenline					3,541	4,387	0.81	0.35	Yes	-846	715,716	
Percent RMSE =					0.08	< 40%						
Screenline 22:												
Pershing/Vista Del Mar Eastbound	Grand Ave and Vista Del Mar	LA	WBA	2008	200	320	0.63	0.58	Yes	-120	14,400	
	Pershing Dr and Westchester Pkwy	LA	WBA	2008	315	239	1.32	0.63	Yes	76	5,776	
	Manchester Ave and Pershing Dr	LA	WBA	2008	353	280	1.26	0.58	Yes	73	5,329	
	Culver Blvd and Jefferson Blvd	LA	EBD	2008	1725	1899	0.91	0.28	Yes	-174	30,276	
	Highland Ave / Vista del Mar and Rosecrans Ave	Manhattan Beach	WBA	2008	836	744	1.12	0.44	Yes	92	8,464	
	Imperial Hwy and Pershing Drive	LA	WBA	2008	729	1016	0.72	0.36	Yes	-287	82,369	
Total Screenline					4,158	4,498	0.92	0.35	Yes	-340	115,600	
Percent RMSE =					0.07	< 40%						
Screenline 31:												
Manchester Av Northbound	Inglewood Ave and Manchester Blvd	Inglewood	NBA	2008	394	323	1.22	0.58	Yes	71	5,041	
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBA	2008	743	766	0.97	0.41	Yes	-23	529	
	La Cienega Blvd and Manchester Blvd	Inglewood	NBA	2008	744	481	1.55	0.52	No	263	69,169	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBA	2008	1061	722	1.47	0.44	No	339	114,921	
	Manchester Ave and Pershing Dr	LA	NBA	2008	408	621	0.66	0.48	Yes	-213	45,369	
	La Brea Ave and Manchester Blvd	Inglewood	NBA	2008	533	761	0.70	0.41	Yes	-228	51,984	
	Airport Blvd and Manchester Ave	LA	NBA	2008	1037	1166	0.89	0.34	Yes	-129	16,641	
	Imperial Highway and Vista del Mar	LA	SBD	2008	768	624	1.23	0.48	Yes	144	20,736	
	La Tijera Blvd and Sepulveda Blvd	LA	SBD	2008	2009	1680	1.20	0.29	Yes	329	108,241	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBA	2008	1353	1865	0.73	0.29	Yes	-512	262,144	
Total Screenline					9,050	9,009	1.00	0.25	Yes	41	1,681	
Percent RMSE =					0.13	< 40%						
Screenline 32:												
Manchester Av Southbound	Inglewood Ave and Manchester Blvd	Inglewood	NBD	2008	489	402	1.22	0.52	Yes	87	7,569	
	Imperial Highway and Vista del Mar	LA	SBA	2008	1141	1071	1.07	0.36	Yes	70	4,900	
	Manchester Ave and Pershing Dr	LA	NBD	2008	658	675	0.97	0.44	Yes	-17	289	
	La Tijera Blvd (N/S) and Manchester Ave (E/W)	LA	NBD	2008	492	660	0.75	0.44	Yes	-168	28,224	
	Aviation Bl / Florence Ave and Manchester Bl	Inglewood	NBD	2008	942	566	1.66	0.48	No	376	141,376	
	La Brea Ave and Manchester Blvd	Inglewood	NBD	2008	769	981	0.78	0.38	Yes	-212	44,944	
	Airport Blvd and Manchester Ave	LA	NBD	2008	960	689	1.39	0.44	Yes	271	73,441	
	La Cienega Blvd and Manchester Blvd	Inglewood	NBD	2008	797	1050	0.76	0.36	Yes	-253	64,009	
	La Tijera Blvd and Sepulveda Blvd	LA	SBA	2008	1855	1333	1.39	0.33	No	522	272,484	
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	NBD	2008	1976	1738	1.14	0.29	Yes	238	56,644	
Total Screenline					10,079	9,165	1.10	0.25	Yes	914	835,396	

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared
Screenline 41:				Percent RMSE =	0.13	< 40%					
Lincoln BI Westbound	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBD	2008	754	677	1.11	0.44	Yes	77	5,929
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBD	2008	222	529	0.42	0.48	No	-307	94,249
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBD	2008	836	950	0.88	0.38	Yes	-114	12,996
	Lincoln Blvd and SR-90	Caltrans / LA County	WBD	2008	1022	888	1.15	0.38	Yes	134	17,956
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBD	2008	1179	1225	0.96	0.34	Yes	-46	2,116
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBD	2008	1427	1305	1.09	0.33	Yes	122	14,884
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBD	2008	910	972	0.94	0.38	Yes	-62	3,844
	Culver Blvd and Jefferson Blvd	LA	WBD	2008	929	1205	0.77	0.34	Yes	-276	76,176
				Total Screenline	7,279	7,751	0.94	0.27	Yes	-472	222,784
Screenline 42:				Percent RMSE =	0.07	< 40%					
Lincoln BI Eastbound	Culver Blvd and Jefferson Blvd	LA	WBA	2008	1201	1058	1.14	0.36	Yes	143	20,449
	Lincoln Blvd and Marina Pointe Dr / Maxella Ave	Caltrans / LA	WBA	2008	265	561	0.47	0.48	No	-296	87,616
	Lincoln Blvd and SR-90	Caltrans / LA County	WBA	2008	846	1016	0.83	0.36	Yes	-170	28,900
	Lincoln Blvd and Manchester Blvd	Caltrans / LA	WBA	2008	859	723	1.19	0.44	Yes	136	18,496
	Lincoln Blvd and Mindanao Way	Caltrans / LA	WBA	2008	672	1029	0.65	0.36	Yes	-357	127,449
	Jefferson Blvd and Lincoln Blvd	Caltrans / LA	WBA	2008	1573	1396	1.13	0.31	Yes	177	31,329
	Lincoln Blvd and Washington Blvd	Caltrans / LA	WBA	2008	1095	1362	0.80	0.33	Yes	-267	71,289
	Lincoln Blvd and Venice Blvd	Caltrans / LA	WBA	2008	1108	1198	0.92	0.34	Yes	-90	8,100
				Total Screenline	7,619	8,343	0.91	0.26	Yes	-724	524,176
Screenline 51:				Percent RMSE =	0.09	< 40%					
El Segundo BI Northbound	El Segundo Blvd and Inglewood Ave	Hawthorne	NBA	2008	840	902	0.93	0.38	Yes	-62	3,844
	Aviation Blvd and El Segundo Blvd	El Segundo	NBA	2008	963	937	1.03	0.38	Yes	26	676
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBA	2008	1035	1438	0.72	0.31	Yes	-403	162,409
	Grand Ave and Vista Del Mar	LA	NBA	2008	722	909	0.79	0.38	Yes	-187	34,969
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBA	2008	1620	2025	0.80	0.28	Yes	-405	164,025
				Total Screenline	5,180	6,211	0.83	0.30	Yes	-1,031	1,062,961
Screenline 52:				Percent RMSE =	0.07	< 40%					
El Segundo BI Southbound	Grand Ave and Vista Del Mar	LA	NBD	2008	1154	1400	0.82	0.31	Yes	-246	60,516
	El Segundo Blvd and Inglewood Ave	Hawthorne	NBD	2008	991	1226	0.81	0.34	Yes	-235	55,225
	Aviation Blvd and El Segundo Blvd	El Segundo	NBD	2008	1085	1830	0.59	0.29	No	-745	555,025
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	NBD	2008	1293	1786	0.72	0.29	Yes	-493	243,049
	El Segundo Blvd and Sepulveda Blvd	Caltrans / El Segundo	NBD	2008	2668	3385	0.79	0.24	Yes	-717	514,089
				Total Screenline	7,191	9,627	0.75	0.24	No	-2,436	5,934,096
Screenline 61:				Percent RMSE =	0.09	< 40%					
Aviation BI Westbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBA	2008	1215	1186	1.02	0.34	Yes	29	841
	Aviation Blvd and El Segundo Blvd	El Segundo	EBA	2008	1421	2263	0.63	0.27	No	-842	708,964
	Aviation BI / Florence Ave and Manchester BI	Inglewood	EBA	2008	1704	1550	1.10	0.30	Yes	154	23,716
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBA	2008	1892	2294	0.82	0.27	Yes	-402	161,604
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBD	2008	1308	1583	0.83	0.30	Yes	-275	75,625
	Aviation Blvd and Century Blvd	LA	EBA	2008	2795	2276	1.23	0.27	Yes	519	269,361
				Total Screenline	10,335	11,152	0.93	0.23	Yes	-817	667,489
Screenline 62:				Percent RMSE =	0.09	< 40%					
Aviation BI Eastbound	Arbor Vitae St and Aviation Blvd	Inglewood / LA	EBD	2008	809	680	1.19	0.44	Yes	129	16,641
	Aviation BI / Florence Ave and Manchester BI	Inglewood	EBD	2008	1135	1213	0.94	0.34	Yes	-78	6,084
	Aviation Blvd and Rosecrans Ave	El Segundo / Manhattan Beach / Hawthorne	EBD	2008	1319	1598	0.83	0.30	Yes	-279	77,841
	Airport Blvd (N/S) and La Tijera Blvd (E/W)	LA	WBA	2008	1165	1267	0.92	0.33	Yes	-102	10,404
	Aviation Blvd and El Segundo Blvd	El Segundo	EBD	2008	1293	885	1.46	0.38	No	408	166,464
	Aviation Blvd and Century Blvd	LA	EBD	2008	970	1792	0.54	0.29	No	-822	675,684
				Total Screenline	6,691	7,435	0.90	0.28	Yes	-744	553,536
Screenline 71:				Percent RMSE =	0.11	< 40%					
Overland Av Westbound	Culver Blvd and Overland Ave	Culver City	EBA	2008	876	900	0.97	0.38	Yes	-24	576
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBA	2008	1061	1464	0.72	0.31	Yes	-403	162,409
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBA	2008	1545	1698	0.91	0.29	Yes	-153	23,409
				Total Screenline	3,482	4,062	0.86	0.36	Yes	-580	336,400

Screenline Roadway	Location	Jurisdiction	Leg	Count	Model	Traffic	Model	Maximum	Within	Model	Difference
				Year	Volume	Count	/Count	Deviation	Deviation	- Count	Squared
				Percent RMSE =	0.05	< 40%					
Screenline 72:											
Overland Av Eastbound	Culver Blvd and Overland Ave	Culver City	EBD	2008	784	811	0.97	0.41	Yes	-27	729
	Jefferson Blvd (E/W) and Overland Ave (N/S)	Culver City	EBD	2008	901	1251	0.72	0.33	Yes	-350	122,500
	Overland Ave and Venice Blvd	Culver City / LA (LA Maintained)	EBD	2008	1221	1639	0.74	0.29	Yes	-418	174,724
				Total Screenline	2,906	3,701	0.79	0.38	Yes	-795	632,025
				Percent RMSE =	0.06	< 40%					
Screenline 81:											
La Brea Westbound	Arbor Vitae St and La Brea Ave	Inglewood	EBA	2008	600	713	0.84	0.44	Yes	-113	12,769
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBA	2008	1381	1666	0.83	0.29	Yes	-285	81,225
	Florence Ave and La Brea Ave	Inglewood	EBA	2008	1150	1502	0.77	0.30	Yes	-352	123,904
	La Brea Ave and Slauson Ave	LA County	WBD	2008	1526	1803	0.85	0.29	Yes	-277	76,729
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBA	2008	1880	1437	1.31	0.31	Yes	443	196,249
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBA	2008	1487	1716	0.87	0.29	Yes	-229	52,441
	La Brea Ave and Manchester Blvd	Inglewood	EBA	2008	1213	1374	0.88	0.33	Yes	-161	25,921
	Centinela Ave and La Brea Ave	Inglewood	WBD	2008	1187	1417	0.84	0.31	Yes	-230	52,900
				Total Screenline	10,424	11,628	0.90	0.23	Yes	-1,204	1,449,616
				Percent RMSE =	0.08	< 40%					
Screenline 82:											
La Brea Eastbound	Arbor Vitae St and La Brea Ave	Inglewood	EBD	2008	365	477	0.77	0.52	Yes	-112	12,544
	Florence Ave and La Brea Ave	Inglewood	EBD	2008	866	597	1.45	0.48	Yes	269	72,361
	La Brea Ave and Manchester Blvd	Inglewood	EBD	2008	1092	953	1.15	0.38	Yes	139	19,321
	El Segundo Blvd and Hawthorne Blvd	Hawthorne	EBD	2008	923	995	0.93	0.38	Yes	-72	5,184
	Century Blvd and Hawthorne Blvd / La Brea Ave	Inglewood	EBD	2008	1195	1006	1.19	0.36	Yes	189	35,721
	Hawthorne Blvd and Imperial Hwy	Hawthorne	EBD	2008	656	703	0.93	0.44	Yes	-47	2,209
	Centinela Ave and La Brea Ave	Inglewood	WBA	2008	971	826	1.18	0.41	Yes	145	21,025
	La Brea Ave and Slauson Ave	LA County	WBA	2008	1005	1134	0.89	0.34	Yes	-129	16,641
				Total Screenline	7,073	6,691	1.06	0.29	Yes	382	145,924
				Percent RMSE =	0.07	< 40%					
					16	Total Screenlines					
					15	Screenlines Within Deviation					
					1	Screenlines Outside Deviation					
						94% Percent Within Caltrans Maximum Deviation (>75%)					

Caltrans' Maximum Acceptable Deviation of Model Volumes Based on the Traffic Count			
Hourly Count - Link		Hourly Count - Screenline	
Count	Percent Deviation	Count	Percent Deviation
0	0.683	0	0.640
1	0.683	300	0.630
125	0.630	400	0.620
250	0.575	500	0.610
375	0.520	600	0.600
500	0.475	700	0.590
625	0.440	800	0.580
750	0.410	900	0.570
875	0.380	1000	0.560
1000	0.359	1100	0.550
1125	0.340	1200	0.540
1250	0.325	1300	0.530
1375	0.313	1400	0.520
1500	0.303	1500	0.510
1625	0.294	1563	0.500
1750	0.286	1625	0.490
1875	0.280	1750	0.480
2000	0.275	1875	0.470
2125	0.270	2000	0.460
2250	0.265	2125	0.450
2375	0.260	2250	0.440
2500	0.255	2375	0.430
2625	0.252	2500	0.420
2750	0.248	2750	0.410
2875	0.244	3000	0.400
3000	0.241	3250	0.390
3250	0.235	3500	0.380
3500	0.229	3750	0.370
3750	0.224	4000	0.360
4000	0.219	4250	0.350
4250	0.214	4500	0.340
4500	0.209	4750	0.330
4750	0.204	5000	0.320
5000	0.199	5500	0.310
5250	0.195	6000	0.300
5500	0.190	6500	0.290
5750	0.185	7000	0.280
6000	0.180	7500	0.270
6250	0.175	8000	0.260
6500	0.170	9000	0.250
6750	0.166	9500	0.240
7000	0.162	11000	0.230
7250	0.158	12000	0.220
7500	0.154	13500	0.210
7750	0.150	16000	0.200
8000	0.147	18000	0.190
8250	0.143	19500	0.180
8500	0.141	20500	0.170
8750	0.139		
9000	0.138		
9250	0.137		
9500	0.137		
9750	0.137		
10000	0.136		

Appendix C-2
LAX Bradley West Project Draft EIR

Model Link Dynamic Validation Results

May 2009

Prepared for:

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

Prepared by:

Fehr & Peers Transportation Consultants
201 Santa Monica Boulevard, Suite 500
Santa Monica, CA 90401

TBIT Model Dynamic Validation Results			
Add a Link			
Scenario: Added Roadway	Modified Model Volume	Validated Model Volume	Difference
AM NB	7,821	7,823	-2
AM SB	4,071	4,077	-6
MD NB	5,278	5,276	2
MD SB	5,229	5,231	-2
PM NB	6,217	6,236	-19
PM SB	8,934	8,934	0
Delete a Link (Airport Boulevard)			
Scenario: Removed Roadway	Modified Model Volume	Validated Model Volume	Difference
AM NB	12,385	12,596	-211
AM SB	8,285	8,394	-109
MD NB	9,963	9,779	184
MD SB	8,747	8,824	-77
PM NB	11,025	11,634	-609
PM SB	11,783	12,170	-387
Add Capacity (Century Boulevard)			
Scenario: Doubled Capacity	Modified Model Volume	Validated Model Volume	Difference
AM EB	6,350	6,338	12
AM WB	11,963	11,830	133
MD EB	7,499	7,485	14
MD WB	7,496	7,480	16
PM EB	13,539	13,204	335
PM WB	7,874	7,892	-18

TBIT Model Dynamic Validation Results: AM Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count	Modified Model	Validated Model	Modified
				Year	Volume	Volume	- Validated
Screenline 1NB:							
Between El Segundo and Rosecrans NB	Vista del Mar		NB		1226	1226	0
	Sepulveda Blvd		NB		2930	3036	-106
	Dougals St		NB		213	331	-118
	Aviation Blvd		NB		921	956	-35
	Inglewood Ave		NB		404	416	-12
	Hawthorne Ave		NB		1347	1355	-8
	Prairie Ave		NB		519	503	16
	Additional Roadway		NB		261	0	261
				Total Screenline	7,821	7,823	-2
Screenline 1SB:							
Between El Segundo and Rosecrans SB	Vista del Mar		SB		543	545	-2
	Sepulveda Blvd		SB		1121	1121	0
	Dougals St		SB		176	196	-20
	Aviation Blvd		SB		571	572	-1
	Inglewood Ave		SB		486	486	0
	Hawthorne Ave		SB		796	797	-1
	Prairie Ave		SB		360	360	0
	Additional Roadway		SB		18	0	18
				Total Screenline	4,071	4,077	-6
Screenline 2NB:							
Between Manchester Ave and Arbor Vitae NB	Vista del Mar		NB		1361	1284	77
	Pershing Dr		NB		883	807	76
	Lincoln Blvd		NB		1635	1705	-70
	Sepulveda Blvd		NB		2377	2022	355
	La Tijera Blvd		NB		594	358	236
	Airport Blvd		NB		0	1119	-1,119
	Aviation Blvd		NB		1110	922	188
	La Cienega Blvd		NB		614	642	-28
	Inglewood Blvd		NB		405	384	21
	Hawthorne Blvd		NB		1369	1360	9
	Prairie Ave		NB		2037	1993	44
				Total Screenline	12,385	12,596	-211
Screenline 2SB:							
Between Manchester Ave and Arbor Vitae SB	Vista del Mar		SB		488	497	-9
	Pershing Dr		SB		609	592	17
	Lincoln Blvd		SB		913	885	28
	Sepulveda Blvd		SB		1898	1700	198
	La Tijera Blvd		SB		852	680	172
	Airport Blvd		SB		0	744	-744
	Aviation Blvd		SB		976	768	208
	La Cienega Blvd		SB		585	583	2
	Inglewood Blvd		SB		220	216	4
	Hawthorne Blvd		SB		632	629	3
	Prairie Ave		SB		1112	1100	12
				Total Screenline	8,285	8,394	-109
Screenline 3EB:							
Between Aviation Blvd and Inglewood Ave EB	Stocker Ave		EB		679	650	29
	Slauson Ave		EB		1044	1058	-14
	Centinela Ave		EB		751	773	-22
	Florence Ave		EB		630	606	24
	Manchester Ave		EB		595	581	14
	Arbor Vitae		EB		268	275	-7
	Century Blvd		EB		816	828	-12
	Lennox Blvd		EB		160	154	6
	Imperial		EB		495	495	0
	El Segundo Blvd		EB		629	620	9
	Rosecrans Ave		EB		283	298	-15
				Total Screenline	6,350	6,338	12
Screenline 3WB:							
Between Aviation Blvd and Inglewood Ave EB	Stocker Ave		WB		1185	1187	-2
	Slauson Ave		WB		2193	2178	15
	Centinela Ave		WB		1393	1405	-12
	Florence Ave		WB		734	732	2
	Manchester Ave		WB		1130	1127	3
	Arbor Vitae		WB		488	497	-9
	Century Blvd		WB		1827	1629	198
	Lennox Blvd		WB		439	436	3
	Imperial		WB		909	965	-56
	El Segundo Blvd		WB		945	944	1
	Rosecrans Ave		WB		720	730	-10
				Total Screenline	11,963	11,830	133

TBIT Model Dynamic Validation Results: Mid-Day Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count Year	Modified Model Volume	Validated Model Volume	Model - Count
Screenline 1NB:							
Between El Segundo and Rosecrans NB	Vista del Mar		NB		650	650	0
	Sepulveda Blvd		NB		1680	1682	-2
	Dougals St		NB		598	621	-23
	Aviation Blvd		NB		556	560	-4
	Inglewood Ave		NB		631	631	0
	Hawthorne Ave		NB		959	956	3
	Prairie Ave		NB		176	176	0
	Additional Roadway		NB		28	0	28
				Total Screenline	5,278	5,276	2
Screenline 1SB:							
Between El Segundo and Rosecrans SB	Vista del Mar		SB		486	486	0
	Sepulveda Blvd		SB		1680	1684	-4
	Dougals St		SB		797	820	-23
	Aviation Blvd		SB		603	609	-6
	Inglewood Ave		SB		602	602	0
	Hawthorne Ave		SB		870	870	0
	Prairie Ave		SB		160	160	0
	Additional Roadway		SB		31	0	31
				Total Screenline	5,229	5,231	-2
Screenline 2NB:							
Between Manchester Ave and Arbor Vitae NB	Vista del Mar		NB		623	618	5
	Pershing Dr		NB		559	556	3
	Lincoln Blvd		NB		1114	1065	49
	Sepulveda Blvd		NB		2256	1669	587
	La Tijera Blvd		NB		1247	758	489
	Airport Blvd		NB		0	1226	-1,226
	Aviation Blvd		NB		1035	794	241
	La Cienega Blvd		NB		390	387	3
	Inglewood Blvd		NB		374	354	20
	Hawthorne Blvd		NB		1011	1002	9
	Prairie Ave		NB		1354	1350	4
				Total Screenline	9,963	9,779	184
Screenline 2SB:							
Between Manchester Ave and Arbor Vitae SB	Vista del Mar		SB		521	521	0
	Pershing Dr		SB		380	378	2
	Lincoln Blvd		SB		1078	1073	5
	Sepulveda Blvd		SB		2124	1913	211
	La Tijera Blvd		SB		952	787	165
	Airport Blvd		SB		0	783	-783
	Aviation Blvd		SB		846	564	282
	La Cienega Blvd		SB		421	415	6
	Inglewood Blvd		SB		354	350	4
	Hawthorne Blvd		SB		925	912	13
	Prairie Ave		SB		1146	1128	18
				Total Screenline	8,747	8,824	-77
Screenline 3EB:							
Between Aviation Blvd and Inglewood Ave EB	Stocker Ave		EB		703	703	0
	Slauson Ave		EB		1326	1325	1
	Centinela Ave		EB		1012	1020	-8
	Florence Ave		EB		236	235	1
	Manchester Ave		EB		1005	1014	-9
	Arbor Vitae		EB		291	300	-9
	Century Blvd		EB		1322	1270	52
	Lennox Blvd		EB		175	176	-1
	Imperial		EB		235	244	-9
	El Segundo Blvd		EB		674	677	-3
	Rosecrans Ave		EB		520	521	-1
				Total Screenline	7,499	7,485	14
Screenline 3WB:							
Between Aviation Blvd and Inglewood Ave WB	Stocker Ave		WB		692	695	-3
	Slauson Ave		WB		1397	1397	0
	Centinela Ave		WB		1129	1127	2
	Florence Ave		WB		350	351	-1
	Manchester Ave		WB		1065	1068	-3
	Arbor Vitae		WB		269	275	-6
	Century Blvd		WB		1133	1111	22
	Lennox Blvd		WB		343	341	2
	Imperial		WB		102	103	-1
	El Segundo Blvd		WB		502	502	0
	Rosecrans Ave		WB		514	510	4
				Total Screenline	7,496	7,480	16

TBIT Model Dynamic Validation Results: PM Peak Hour Directional Screenline Traffic Volumes

Screenline Roadway	Location	Jurisdiction	Leg	Count	Modified Model	Validated Model	Model	
				Year	Volume	Volume	- Count	
Screenline 1NB:								
Between El Segundo and Rosecrans NB	Vista del Mar		NB		717	717	0	
	Sepulveda Blvd		NB		1605	1617	-12	
	Dougals St		NB		618	625	-7	
	Aviation Blvd		NB		1008	1007	1	
	Inglewood Ave		NB		829	829	0	
	Hawthorne Ave		NB		1032	1032	0	
	Prairie Ave		NB		408	409	-1	
	Additional Roadway		NB		32	0	32	
Total Screenline					6,217	6,236	-19	
Screenline 1SB:								
Between El Segundo and Rosecrans SB	Vista del Mar		SB		1144	1144	0	
	Sepulveda Blvd		SB		2712	2711	1	
	Dougals St		SB		939	960	-21	
	Aviation Blvd		SB		1297	1297	0	
	Inglewood Ave		SB		965	965	0	
	Hawthorne Ave		SB		1298	1298	0	
	Prairie Ave		SB		559	559	0	
	Additional Roadway		SB		20	0	20	
Total Screenline					8,934	8,934	0	
Screenline 2NB:								
Between Manchester Ave and Arbor Vitae NB	Vista del Mar		NB		790	775	15	
	Pershing Dr		NB		432	413	19	
	Lincoln Blvd		NB		1389	1289	100	
	Sepulveda Blvd		NB		2482	2116	366	
	La Tijera Blvd		NB		879	647	232	
	Airport Blvd		NB		0	1141	-1,141	
	Aviation Blvd		NB		1290	1080	210	
	La Cienega Blvd		NB		769	826	-57	
	Inglewood Blvd		NB		384	382	2	
	Hawthorne Blvd		NB		985	972	13	
	Prairie Ave		NB		1625	1993	-368	
	Total Screenline					11,025	11,634	-609
	Screenline 2SB:							
Between Manchester Ave and Arbor Vitae SB	Vista del Mar		SB		1138	1135	3	
	Pershing Dr		SB		680	626	54	
	Lincoln Blvd		SB		1570	1626	-56	
	Sepulveda Blvd		SB		2264	2006	258	
	La Tijera Blvd		SB		662	445	217	
	Airport Blvd		SB		0	991	-991	
	Aviation Blvd		SB		1189	941	248	
	La Cienega Blvd		SB		644	806	-162	
	Inglewood Blvd		SB		536	505	31	
	Hawthorne Blvd		SB		1299	1311	-12	
	Prairie Ave		SB		1801	1778	23	
Total Screenline					11,783	12,170	-387	
Screenline 3EB:								
Between Aviation Blvd and Inglewood Ave EB	Stocker Ave		EB		1160	1214	-54	
	Slauson Ave		EB		2008	2041	-33	
	Centinela Ave		EB		1311	1321	-10	
	Florence Ave		EB		752	807	-55	
	Manchester Ave		EB		1274	1267	7	
	Arbor Vitae		EB		477	487	-10	
	Century Blvd		EB		2899	2177	722	
	Lennox Blvd		EB		325	375	-50	
	Imperial		EB		1382	1500	-118	
	El Segundo Blvd		EB		1191	1232	-41	
	Rosecrans Ave		EB		760	783	-23	
Total Screenline					13,539	13,204	335	
Screenline 3WB:								
Between Aviation Blvd and Inglewood Ave EB	Stocker Ave		WB		825	817	8	
	Slauson Ave		WB		1286	1354	-68	
	Centinela Ave		WB		1108	1103	5	
	Florence Ave		WB		550	553	-3	
	Manchester Ave		WB		1101	1098	3	
	Arbor Vitae		WB		250	251	-1	
	Century Blvd		WB		1166	1110	56	
	Lennox Blvd		WB		314	315	-1	
	Imperial		WB		371	383	-12	
	El Segundo Blvd		WB		590	595	-5	
	Rosecrans Ave		WB		313	313	0	
Total Screenline					7,874	7,892	-18	

Appendix C-3
LAX Bradley West Project Draft EIR

Intersection Lane Configurations

May 2009

Prepared for:

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

Prepared by:

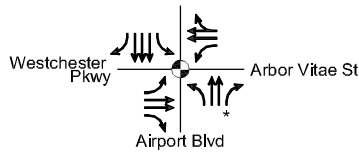
Fehr & Peers Transportation Consultants
201 Santa Monica Boulevard, Suite 500
Santa Monica, CA 90401

**EXISTING
CONDITIONS (YEAR 2008)**

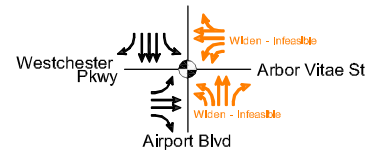
**FUTURE
CONDITIONS (YEAR 2013)**

**FUTURE CONDITIONS WITH
IMPROVEMENTS (YEAR 2013)**

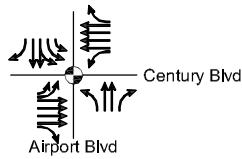
6. Airport Blvd & Westchester Pkwy/ Arbor Vitae St



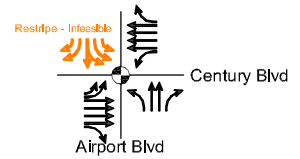
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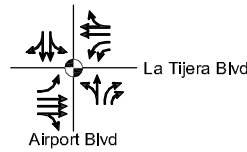
7. Airport Blvd & Century Blvd



Same As Existing Conditions



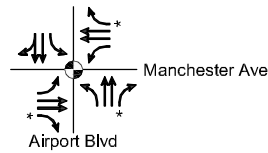
8. Airport Blvd & La Tijera Blvd



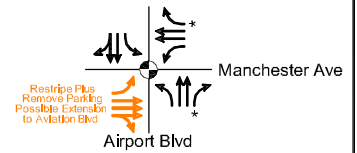
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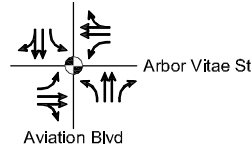
9. Airport Blvd & Manchester Ave



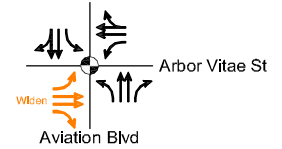
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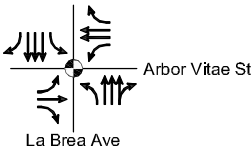
10. Aviation Blvd & Arbor Vitae St



Same As Existing Conditions



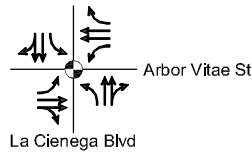
12. La Brea Ave & Arbor Vitae St



Same As Existing Conditions

Same As Existing Conditions

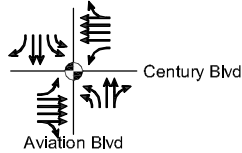
13. La Cienega Blvd & Arbor Vitae St



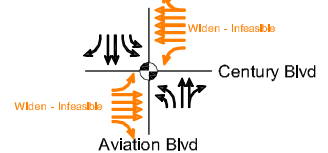
Same As Existing Conditions

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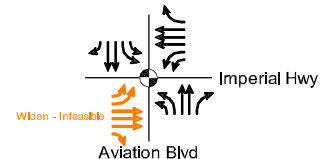
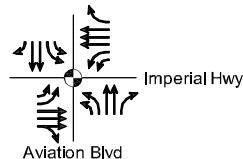
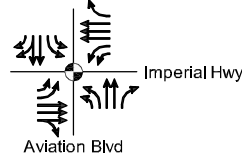
14. Aviation Blvd & Century Blvd






Same As Existing Conditions



16. Aviation Blvd & Imperial Hwy



Legend

-  Signalized
-  Free Flow
-  Functional Turn Lane



north

not to scale

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
17. Aviation Blvd/ Florence Ave & Manchester Blvd		Same As Existing Conditions	Same As Existing Conditions
21. Lincoln Blvd & Bali Way		Same As Existing Conditions	Same As Existing Conditions
22. Lincoln Blvd & Bluff Creek Dr	Not Open		Same As Future Conditions
27. La Tijera Blvd & Centinela Ave		Same As Existing Conditions	Same As Existing Conditions
28. Sepulveda Blvd & Centinela Ave		Same As Existing Conditions	Same As Existing Conditions
34. Hawthorne Blvd/ La Brea Ave & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
35. Inglewood Ave & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
36. La Cienega Blvd & Century Blvd		Same As Existing Conditions	
37. Prairie Ave & Century Blvd		Same As Existing Conditions	Same As Existing Conditions

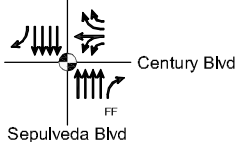
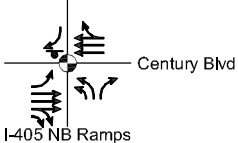
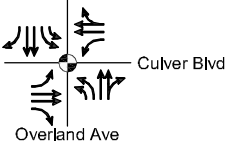
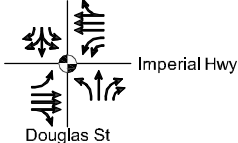
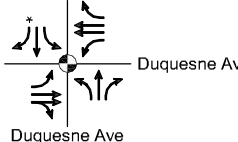
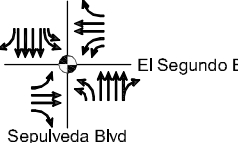
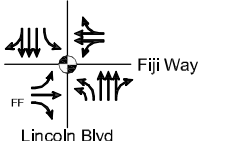

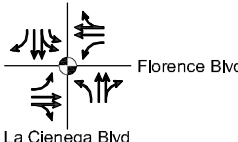


north




not to scale

Legend

- Signalized
- Free Flow
- Functional Turn Lane

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
38. Sepulveda Blvd & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
39. I-405 NB Ramps & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
43. Overland Ave & Culver Blvd		Same As Existing Conditions	Same As Existing Conditions
47. Douglas St & Imperial Hwy		Same As Existing Conditions	Same As Existing Conditions
50. Duquesne Ave & Jefferson Blvd		Same As Existing Conditions	Same As Existing Conditions
55. Sepulveda Blvd & El Segundo Blvd		Same As Existing Conditions	Same As Existing Conditions
56. Lincoln Blvd & Fiji Way		Same As Existing Conditions	Same As Existing Conditions
57. La Brea Ave & Florence Ave		Same As Existing Conditions	Same As Existing Conditions
58. La Cienega Blvd & Florence Blvd		Same As Existing Conditions	Same As Existing Conditions

Legend

-  Signalized
-  Free Flow
-  Functional Turn Lane



north

not to scale

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
60. Sepulveda Blvd & Grand Ave		Same As Existing Conditions	Same As Existing Conditions
65. Sepulveda Blvd & Howard Hughes Pkwy		Same As Existing Conditions	Same As Existing Conditions
67. La Cienega Blvd & Imperial Hwy		Same As Existing Conditions	Same As Existing Conditions
71. Sepulveda Blvd & Imperial Hwy			
73. I-105 WB Off Ramps/ Nash St & Imperial Hwy		Same As Existing Conditions	Same As Existing Conditions
74. I-105 EB On Ramps e/o Aviation Blvd & Imperial Hwy		Same As Existing Conditions	Same As Existing Conditions
78. Lincoln Blvd & Jefferson Blvd			Same As Future Conditions
79. Overland Ave & Jefferson Blvd		Same As Existing Conditions	Same As Existing Conditions
81. Sepulveda Blvd & Jefferson Blvd/ Playa St		Same As Existing Conditions	Same As Existing Conditions



north

not to scale

Legend

- Signalized
- Free Flow
- Functional Turn Lane

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
82. Slauson Ave & Jefferson Blvd		Same As Existing Conditions	Same As Existing Conditions
88. La Cienega Blvd & La Tijera Blvd			
96. La Cienega Blvd & I-405 SB Ramps N/O Century		Same As Existing Conditions	
97. La Cienega Blvd & I-405 SB Ramps S/O Century		Same As Existing Conditions	Same As Existing Conditions
99. Lincoln Blvd & La Tijera Blvd			Same As Future Conditions
100. La Tijera Blvd & Manchester Ave		Same As Existing Conditions	Same As Existing Conditions
101. Sepulveda Blvd & La Tijera Blvd			
102. I-405 NB Ramps & La Tijera Blvd			Same As Future Conditions
103. La Tijera Blvd & I-405 SB Ramps			Same As Future Conditions



north

not to scale

Legend

- Signalized
- FF Free Flow
- * Functional Turn Lane

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
104. Lincoln Blvd & LMU Dr			Same As Future Conditions
105. Lincoln Blvd & Manchester Blvd			Same As Future Conditions
106. Lincoln Blvd & Marina Pointe Dr/ Maxella Ave		Same As Existing Conditions	Same As Existing Conditions
107. Lincoln Blvd & Mindanao Way		Same As Existing Conditions	Same As Existing Conditions
108. Sepulveda Blvd & Lincoln Blvd		Same As Existing Conditions	Same As Existing Conditions
109. Lincoln Blvd & Venice Blvd		Same As Existing Conditions	
110. Lincoln Blvd & Washington Blvd		Same As Existing Conditions	
111. Lincoln Blvd & 83rd St			Same As Future Conditions
112. Lincoln Blvd & SR-90		Same As Existing Conditions	Same As Existing Conditions



north
not to scale

Legend

- Signalized
- Free Flow
- Functional Turn Lane

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
114. Sepulveda Blvd & Manchester Ave		Same As Existing Conditions	
117. Sepulveda Blvd & Mariposa Ave		Same As Existing Conditions	Same As Existing Conditions
125. Sepulveda Blvd & Rosecrans Ave		Same As Existing Conditions	
126. Sepulveda Blvd & Sawtelle Blvd		Same As Existing Conditions	Same As Existing Conditions
130. Sepulveda Blvd & Slauson Ave		Same As Existing Conditions	Same As Existing Conditions
135. Sepulveda Blvd & Westchester Pkwy			
136. Sepulveda Blvd & 77th St/76th St		Same As Existing Conditions	
137. Sepulveda Blvd & 80th St/79th St		Same As Existing Conditions	Same As Existing Conditions
138. Sepulveda Blvd & 83rd St		Same As Existing Conditions	Same As Existing Conditions



north
not to scale

Legend

- Signalized
- FF Free Flow
- * Functional Turn Lane

	EXISTING CONDITIONS (YEAR 2008)	FUTURE CONDITIONS (YEAR 2013)	FUTURE CONDITIONS WITH IMPROVEMENTS (YEAR 2013)
139. Sepulveda Blvd & I-105 WB Ramp n/o Imperial Hwy		Same As Existing Conditions	
141. Airport Blvd & 96th St		Same As Existing Conditions	Same As Existing Conditions
144. Airport Blvd & 98th St		Same As Existing Conditions	Same As Existing Conditions
146. Sepulveda Eastway & Westchester Pkwy		Same As Existing Conditions	Same As Existing Conditions
147. Crenshaw Blvd & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
160. Lincoln Blvd & Rose Ave		Same As Existing Conditions	Same As Existing Conditions
161. Western Ave & Century Blvd		Same As Existing Conditions	Same As Existing Conditions
162. Sepulveda Blvd & Manhattan Beach Blvd		Same As Existing Conditions	Same As Existing Conditions



north

not to scale

Legend

- Signalized
- Free Flow
- Functional Turn Lane

Appendix C-4
LAX Bradley West Project Draft EIR

Traffic Count Data Sheets

May 2009

Prepared for:

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

Note: Intersection turning movement counts were conducted by Wiltec for intersections located throughout the LAX Specific Plan Amendment Study traffic analysis area, including intersections relevant to the Bradley West Project off-airport surface transportation analysis. Data sheet references identifying the project as the "LAX Specific Plan Amendment Study" reflect the fact that the intersection count data will be used in that Study; these data are also valid and applicable for use in the Bradley West Project off-airport surface transportation analysis.

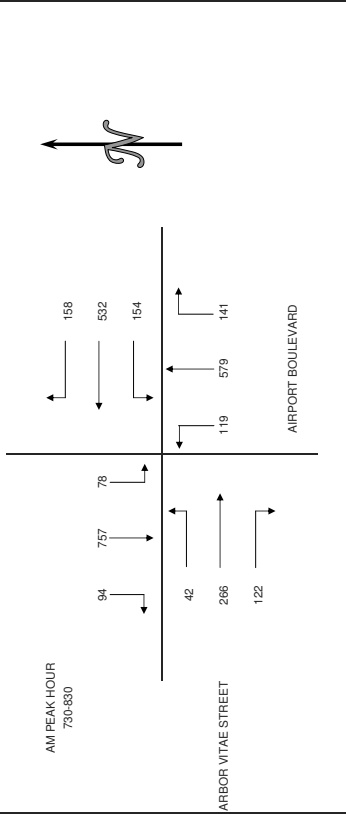
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W ARBOR VITAE STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	26	188	14	39	114	28	29	143	20	15	53	5	654
7:15-7:30	22	157	20	46	126	32	26	158	27	23	61	8	706
7:30-7:45	21	175	27	46	153	38	29	163	30	26	70	11	789
7:45-8:00	19	192	22	36	134	43	37	152	40	34	79	7	738
8:00-8:15	26	190	12	39	124	36	36	136	23	38	65	15	738
8:15-8:30	28	200	17	37	121	37	39	128	23	24	52	9	719
8:30-8:45	13	194	10	32	108	27	35	131	23	19	51	8	653
8:45-9:00	15	208	13	27	106	33	24	124	43	33	63	13	702
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
7:00-9:00	88	692	83	167	527	141	121	616	117	98	263	31	2944
7:15-8:15	88	714	81	167	537	149	128	608	120	121	275	41	3029
7:30-8:30	94	757	78	156	532	154	141	579	119	122	266	42	3042
7:45-8:45	86	776	61	144	487	143	147	547	114	115	247	39	2906
8:00-9:00	82	792	52	135	459	133	134	519	117	114	231	45	2813



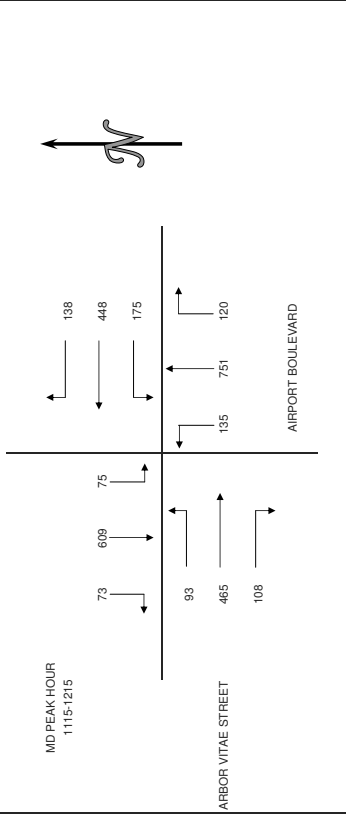
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W ARBOR VITAE STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	23	153	12	39	104	48	35	184	22	29	101	17	767
11:15-11:30	17	151	24	35	109	53	28	182	21	31	113	24	788
11:30-11:45	20	163	12	32	110	44	30	193	31	24	118	24	807
11:45-12:00	13	153	16	35	111	41	32	182	38	26	114	19	781
12:00-12:15	23	142	23	38	118	37	30	188	44	27	120	26	814
12:15-12:30	19	132	11	33	101	28	23	162	46	31	110	34	750
12:30-12:45	20	153	13	33	104	24	33	200	45	38	112	38	793
12:45-1:00	28	144	17	34	115	25	36	192	36	23	117	36	801
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
11:00-12:00	73	620	64	141	434	186	125	747	113	110	446	84	3143
11:15-12:15	73	609	75	138	448	175	120	751	135	108	465	93	3190
11:30-12:30	75	590	62	136	440	150	115	751	160	108	462	103	3152
11:45-12:45	75	560	63	137	434	130	118	752	174	122	456	117	3188
12:00-1:00	88	551	64	136	438	114	122	762	171	119	459	134	3156



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: COM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: WEDNESDAY, JULY 23, 2008
 Period: 4:00 PM TO 6:00 PM
 Intersection: N/S ARBOR VITAE STREET
 E/W ARBOR VITAE STREET

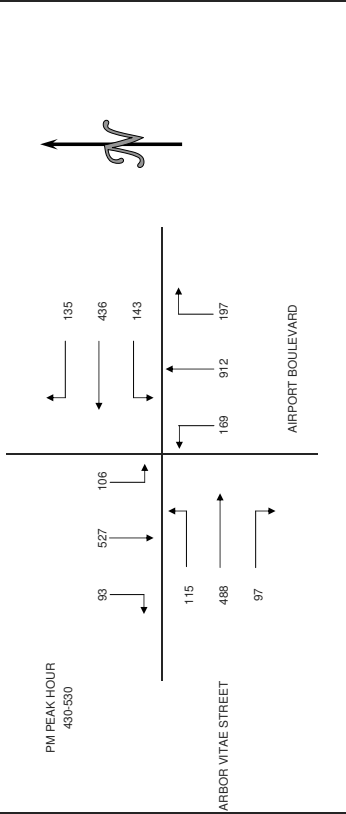
Client: KAKU ASSOCIATES
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: WEDNESDAY, AUGUST 6, 2008
 Period: 7:00 AM TO 9:00 AM
 Intersection: N/S AIRPORT BOULEVARD
 E/W CENTURY BOULEVARD

WILTEC

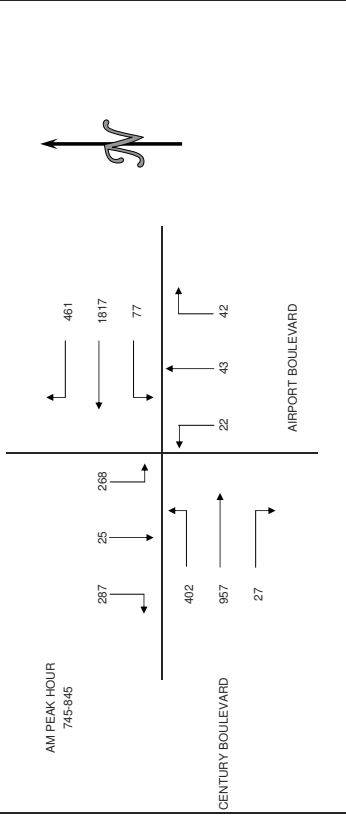
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: KAKU ASSOCIATES
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: WEDNESDAY, AUGUST 6, 2008
 Period: 7:00 AM TO 9:00 AM
 Intersection: N/S AIRPORT BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBRT	SBTH	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	19	124	25	34	91	31	44	184	33	26	123	15	749	
415-430	24	134	22	39	100	34	43	199	34	30	118	20	797	
430-445	27	125	18	34	118	40	54	216	41	23	113	26	835	
445-500	28	138	26	32	100	40	48	223	36	23	122	36	852	
500-515	20	133	33	30	104	32	52	235	50	26	128	28	872	
515-530	18	131	23	38	114	31	43	238	42	22	125	27	859	
530-545	21	132	38	24	104	30	37	210	53	30	128	19	828	
545-600	19	125	29	30	97	42	39	196	48	34	112	10	781	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	98	521	91	139	409	145	189	822	144	102	476	97	3233	
415-515	99	530	99	135	422	146	197	873	161	105	481	108	3356	
430-530	93	527	106	135	436	143	197	912	169	97	488	115	3418	
445-545	87	534	127	125	422	133	180	906	181	104	504	108	3411	
500-600	78	521	130	123	419	135	171	879	193	115	494	82	3340	



15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBRT	SBTH	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	53	7	44	82	367	15	7	243	7	243	90	920		
715-730	59	9	58	93	372	16	5	2	2	2	231	99	948	
730-745	57	6	67	92	408	15	19	7	3	8	243	91	1016	
745-800	72	9	69	100	449	15	15	10	6	4	295	93	1098	
800-815	80	9	70	108	483	20	8	12	6	8	292	102	1134	
815-830	68	4	62	122	415	22	14	4	5	6	262	107	1081	
830-845	67	3	67	133	470	20	5	7	5	9	228	100	1115	
845-900	68	5	72	134	445	21	5	9	2	9	210	98	1078	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	241	31	238	367	1596	61	46	21	14	21	973	373	3982	
715-815	268	33	264	391	1712	66	47	31	17	22	960	385	4196	
730-830	277	28	268	420	1755	72	56	43	20	26	971	393	4329	
745-845	287	25	268	461	1817	77	42	43	22	27	957	402	4428	
800-900	283	21	271	495	1813	83	32	42	18	32	911	407	4408	



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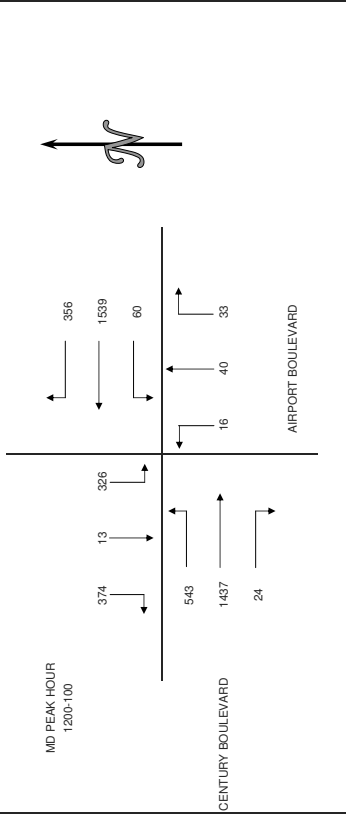
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 6, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	68	3	62	59	362	9	6	10	6	8	326	137	1056
1115-1130	73	5	72	51	342	10	8	9	6	5	336	132	1049
1130-1145	87	3	83	63	394	7	6	7	6	4	356	135	1141
1145-1200	96	6	85	63	358	10	6	11	7	12	320	152	1138
1200-1215	102	4	82	78	378	13	8	5	5	4	368	133	1186
1215-1230	86	6	73	65	368	13	10	15	3	8	352	123	1162
1230-1245	82	2	82	86	405	14	7	12	4	7	364	144	1209
1245-1300	94	1	87	97	388	20	8	8	2	5	353	131	1174
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	324	17	302	236	1446	36	26	37	25	29	1350	556	4384
1115-1215	358	18	322	255	1462	40	28	32	24	25	1392	558	4514
1130-1230	381	19	325	299	1508	43	30	36	23	28	1408	555	4657
1145-1245	376	18	324	322	1529	50	31	43	21	31	1416	564	4725
1200-1300	374	13	326	356	1539	60	33	40	16	24	1437	543	4761



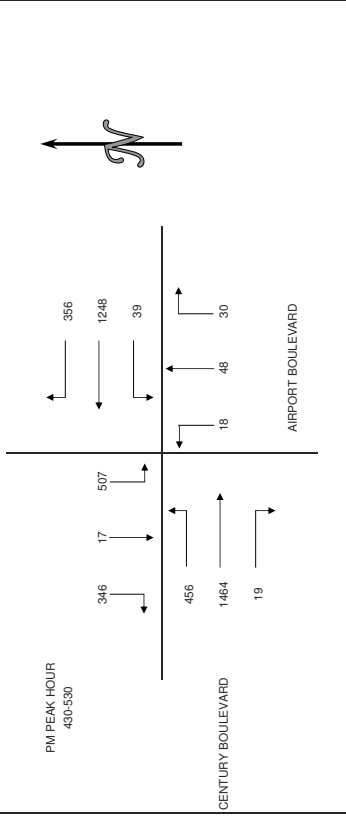
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 6, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	80	0	113	76	270	16	11	5	2	4	325	131	1033
415-430	81	2	121	72	284	9	5	3	7	6	376	120	1086
430-445	91	4	130	92	301	12	9	14	8	4	365	110	1131
445-500	97	6	118	94	330	7	6	15	3	5	365	106	1152
500-515	83	5	132	81	309	9	7	11	4	6	379	116	1142
515-530	73	2	127	89	308	11	8	8	3	4	364	124	1123
530-545	78	1	116	94	285	13	10	11	3	3	363	102	1091
545-600	90	1	124	96	283	15	14	8	3	1	330	100	1073
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	349	12	482	334	1185	44	31	37	20	19	1422	467	4402
415-515	352	17	501	339	1224	37	27	43	22	21	1476	452	4511
430-530	346	17	507	356	1248	39	30	46	18	19	1464	456	4548
445-545	333	14	493	358	1242	40	31	45	13	18	1473	448	4508
500-600	326	9	489	360	1205	48	38	36	13	14	1438	442	4429



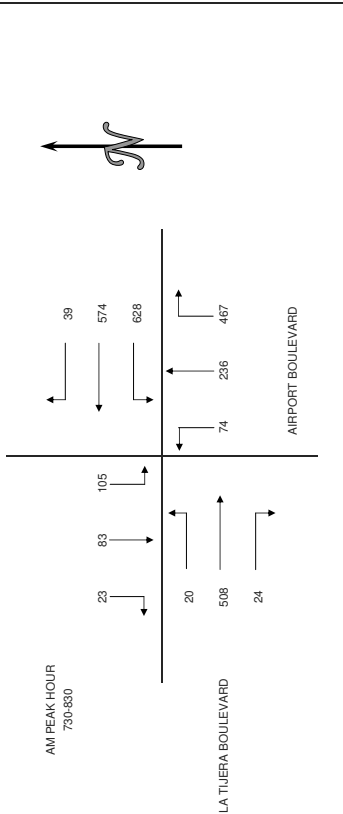
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS AIRPORT BOULEVARD
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	3	11	12	2	104	125	107	53	7	1	91	2	518
7:15-7:30	1	13	21	5	127	139	126	62	12	2	105	1	614
7:30-7:45	6	19	17	4	152	151	120	57	15	5	117	6	669
7:45-8:00	6	25	29	14	148	167	118	67	22	6	131	3	736
8:00-8:15	6	17	35	13	143	141	113	56	21	7	139	4	689
8:15-8:30	5	22	24	8	131	169	116	56	16	6	127	7	687
8:30-8:45	8	12	20	5	149	164	101	44	9	4	133	5	694
8:45-9:00	5	13	10	6	139	149	107	33	10	7	131	6	616
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-8:00	16	89	79	25	531	582	471	239	56	14	444	12	2537
7:15-8:15	19	74	102	36	570	598	477	242	70	20	486	14	2708
7:30-8:30	23	83	105	39	574	628	467	236	74	24	508	20	2781
7:45-8:45	25	76	108	40	571	641	448	223	68	23	524	19	2766
8:00-9:00	24	64	89	32	562	623	437	189	56	24	524	22	2646



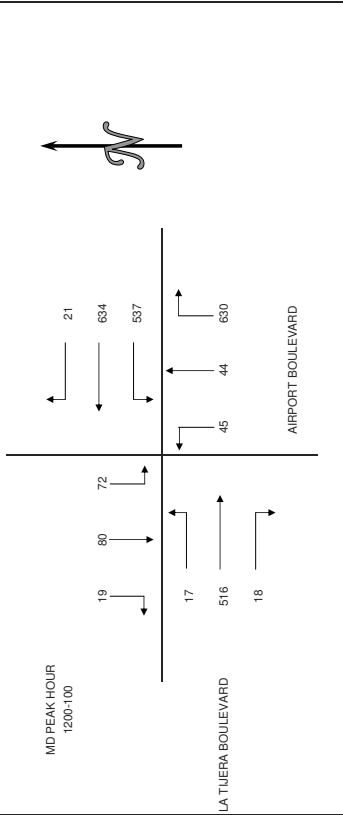
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS AIRPORT BOULEVARD
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	5	15	9	4	127	123	166	17	7	3	109	4	589
11:15-11:30	7	14	10	7	128	139	164	12	6	4	122	1	614
11:30-11:45	5	13	9	3	130	124	160	14	7	3	110	7	585
11:45-12:00	7	18	7	4	155	121	150	18	9	4	125	6	624
12:00-12:15	7	18	12	5	164	143	163	14	8	3	131	3	670
12:15-12:30	5	15	19	4	176	124	153	16	11	3	129	5	660
12:30-12:45	2	22	24	8	152	144	164	7	12	3	136	1	675
12:45-1:00	5	25	17	4	142	126	151	7	14	9	120	8	628
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	24	80	35	18	540	507	640	61	29	14	486	18	2412
11:15-12:15	26	83	38	19	577	527	636	58	30	14	488	17	2493
11:30-12:30	24	64	47	16	625	512	625	62	35	13	485	21	2539
11:45-12:45	21	73	62	21	647	532	629	55	40	13	521	15	2639
12:00-1:00	19	80	72	21	634	537	630	44	45	18	516	17	2633



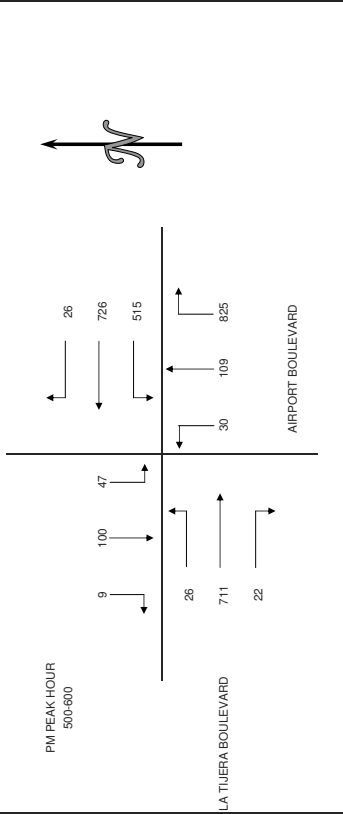
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W LA TIJERA BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-415	7	16	9	6	183	120	179	14	9	7	154	9	713	
415-430	5	25	13	5	177	110	180	19	13	8	170	3	723	
430-445	4	17	15	7	163	116	209	17	9	7	152	7	723	
445-500	3	22	13	8	176	118	198	19	7	2	167	4	737	
500-515	2	25	13	4	124	132	206	28	8	9	188	9	798	
515-530	1	25	10	3	178	141	218	34	10	8	189	7	804	
530-545	3	25	16	9	183	123	207	26	8	2	176	5	783	
545-600	3	25	8	10	191	119	194	21	4	3	178	5	761	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	19	80	50	26	699	464	766	69	38	24	643	23	2901	
415-515	14	89	54	24	690	476	793	83	37	26	677	23	2986	
430-530	10	89	51	22	691	507	831	96	34	26	676	27	3026	
445-545	9	97	52	24	711	514	829	107	33	21	700	25	3122	
500-600	9	100	47	26	726	515	825	109	30	22	711	26	3146	



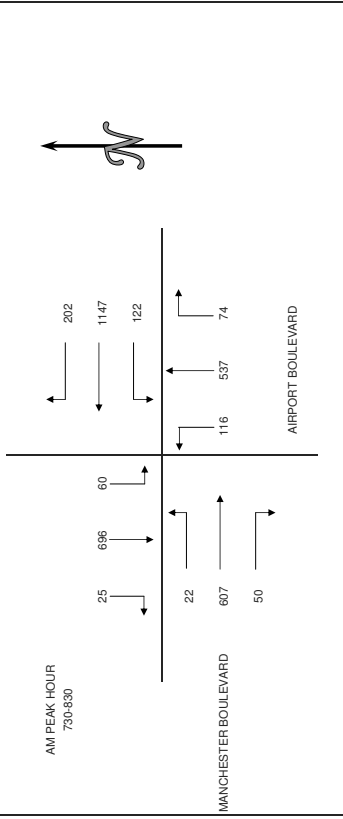
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W MANCHESTER BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-715	2	151	7	33	242	30	21	141	24	9	114	1	775	
715-730	3	160	10	40	293	26	24	160	30	9	123	3	871	
730-745	9	171	13	52	305	31	22	144	29	9	140	5	930	
745-800	6	180	15	50	318	30	15	130	36	13	129	6	953	
800-815	4	183	18	57	274	26	16	128	22	15	173	3	893	
815-830	6	183	18	43	250	34	21	137	23	13	142	8	882	
830-845	4	163	16	37	243	33	32	133	23	11	130	5	855	
845-900	7	167	9	28	268	24	34	144	21	15	138	7	860	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	20	682	45	175	1148	119	82	575	119	40	529	15	3529	
715-815	22	673	54	196	1160	114	77	560	117	46	588	17	3659	
730-830	25	696	60	202	1147	122	74	537	116	50	607	22	3659	
745-845	20	688	63	187	1065	124	84	526	110	52	602	22	3563	
800-900	21	675	57	165	1033	116	103	540	95	54	588	23	3470	



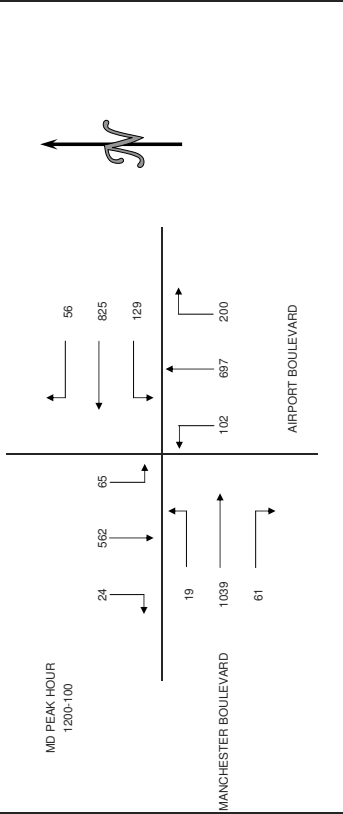
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS AIRPORT BOULEVARD
 EW MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	8	111	11	15	186	38	33	165	24	14	161	0	766
11:15-11:30	5	120	14	19	197	32	42	187	17	17	184	2	826
11:30-11:45	6	128	17	11	191	25	36	172	16	15	190	3	810
11:45-12:00	3	124	15	17	206	31	48	167	21	12	210	9	863
12:00-12:15	6	130	18	14	220	35	47	171	32	14	238	6	938
12:15-12:30	9	140	15	17	225	38	44	171	33	18	259	4	870
12:30-12:45	5	155	14	11	200	35	52	172	23	18	267	2	974
12:45-1:00	4	135	18	14	180	24	57	177	14	11	255	7	896
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	22	483	57	62	770	126	159	691	78	58	745	14	3265
11:15-12:15	20	504	64	61	804	123	173	703	86	58	822	20	3438
11:30-12:30	24	524	65	59	842	126	175	687	102	59	897	22	3582
11:45-12:45	23	551	62	59	851	136	191	687	109	62	994	21	3746
12:00-1:00	24	582	65	56	825	129	200	697	102	61	1038	19	3779



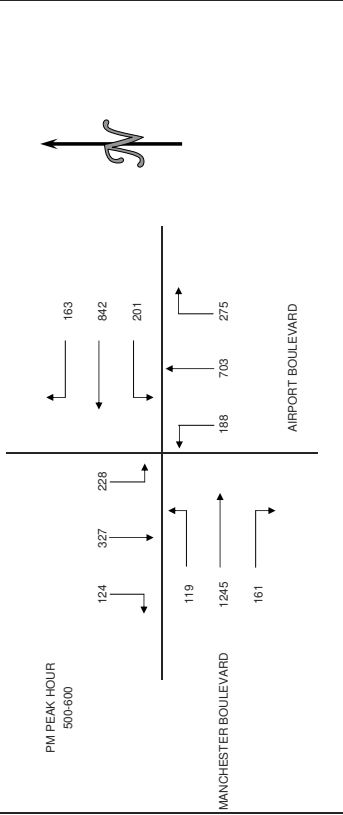
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS AIRPORT BOULEVARD
 EW MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	34	86	37	41	178	46	70	142	38	46	256	34	1008
4:15-4:30	32	83	43	38	168	53	63	159	40	43	251	29	1002
4:30-4:45	34	78	38	39	169	52	79	183	36	43	262	30	1063
4:45-5:00	28	91	49	34	203	59	70	163	45	33	270	27	1072
5:00-5:15	32	89	50	42	218	51	81	181	47	39	287	26	1146
5:15-5:30	34	88	61	38	204	58	74	188	39	36	304	31	1192
5:30-5:45	29	77	58	39	203	46	89	170	44	41	328	29	1122
5:45-6:00	29	73	59	43	217	52	61	163	38	45	326	30	1156
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	128	338	167	152	738	210	282	647	159	165	1039	120	4145
4:15-5:15	126	341	180	153	778	215	293	686	168	158	1070	115	4283
4:30-5:30	128	346	198	154	814	216	304	716	167	151	1123	117	4483
4:45-5:45	123	345	218	154	828	208	284	703	175	149	1189	116	4492
5:00-6:00	124	327	228	163	842	201	275	703	188	161	1245	119	4576



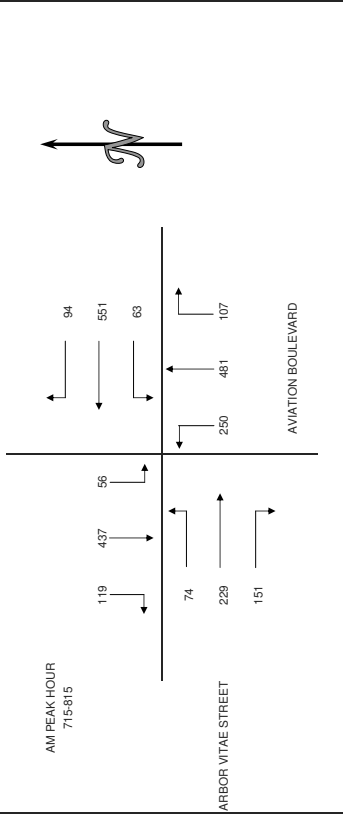
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W ARBOR VITAE STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-7:15	23	91	9	13	126	15	16	114	69	47	43	10	576
7:15-7:30	28	103	11	18	140	14	25	128	63	46	52	17	645
7:30-7:45	23	101	11	27	145	16	24	114	63	37	61	21	643
7:45-8:00	31	124	15	24	126	18	34	120	66	37	66	22	632
8:00-8:15	37	108	19	25	140	15	24	110	58	31	50	14	632
8:15-8:30	27	108	6	18	127	16	44	112	53	32	36	15	619
8:30-8:45	20	100	8	19	122	18	34	103	67	24	49	14	578
8:45-9:00	14	93	7	21	107	16	22	90	56	36	40	21	523
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-8:00	105	419	46	82	537	63	99	485	281	167	222	70	2556
7:15-8:15	119	437	56	94	551	63	107	481	250	151	229	74	2612
7:30-8:30	118	442	51	94	538	65	126	465	242	137	235	73	2586
7:45-8:45	115	441	48	86	515	67	136	454	246	124	223	66	2521
8:00-9:00	98	410	40	83	486	65	124	415	236	123	197	65	2352



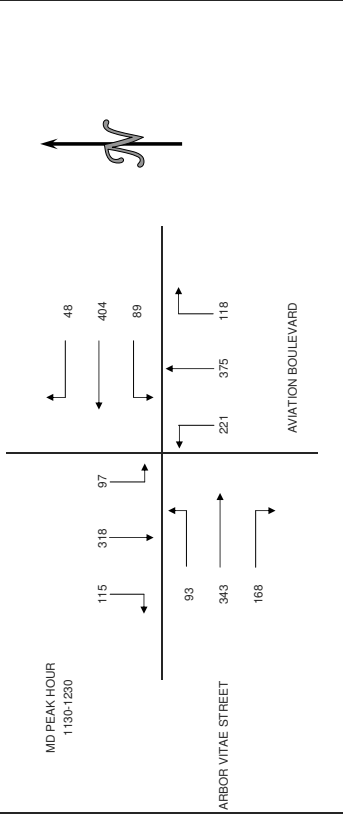
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W ARBOR VITAE STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	31	70	25	12	93	21	39	91	54	52	73	27	586
11:15-11:30	23	76	22	7	82	19	30	83	49	50	73	20	534
11:30-11:45	30	68	25	9	94	20	27	93	64	47	81	31	589
11:45-12:00	30	77	20	9	101	18	27	92	52	40	82	22	570
12:00-12:15	32	87	31	14	104	25	28	97	54	41	83	24	620
12:15-12:30	23	86	21	16	105	26	36	98	51	40	97	16	610
12:30-12:45	27	71	22	13	94	25	37	88	46	37	83	19	563
12:45-1:00	20	72	26	13	82	27	35	95	59	42	93	21	585
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-12:00	114	291	92	37	370	78	123	359	219	189	307	100	2279
11:15-12:15	115	308	98	39	381	82	112	365	219	178	319	97	2313
11:30-12:30	115	318	97	48	404	89	118	375	221	168	343	93	2389
11:45-12:45	112	321	94	52	404	94	128	371	203	158	345	81	2363
12:00-1:00	102	316	100	56	365	103	136	374	210	160	356	80	2378



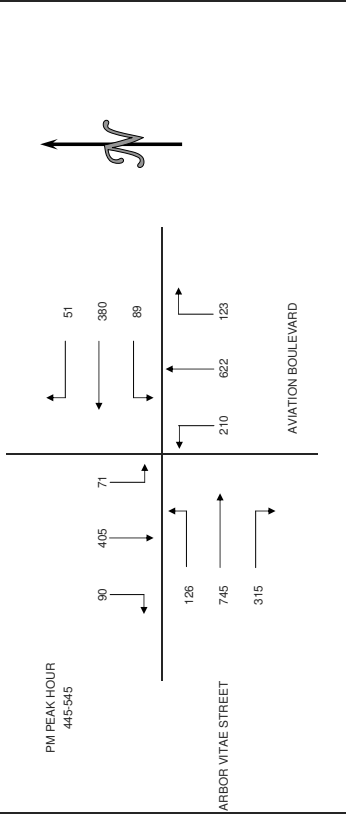
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltECAUSA.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W ARBOR VITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	18	89	18	12	83	23	25	110	58	64	163	21	684	
415-430	24	96	17	17	93	17	21	104	55	67	157	29	697	
430-445	23	91	16	14	86	23	28	127	59	51	167	25	710	
445-500	17	96	17	15	97	25	24	137	55	62	178	24	747	
500-515	24	100	16	12	86	22	31	150	51	78	180	33	803	
515-530	26	108	13	14	86	24	38	173	49	68	187	32	859	
530-545	23	101	19	10	89	16	30	160	53	66	190	37	818	
545-600	22	91	10	7	87	21	27	140	46	74	178	25	728	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	82	372	68	58	359	88	98	478	227	244	665	99	2838	
415-515	88	383	66	58	372	87	104	518	220	258	692	111	2957	
430-530	90	395	68	55	377	94	121	569	214	280	722	114	3119	
445-545	90	405	71	51	390	89	123	622	210	315	745	126	3227	
500-600	95	400	64	43	370	85	126	625	201	327	745	127	3208	



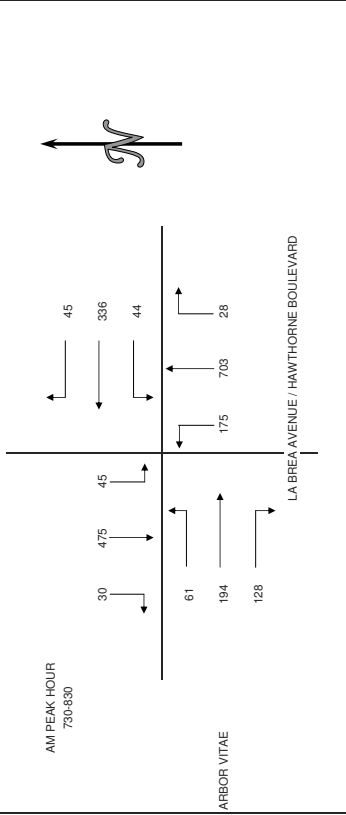
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltECAUSA.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA BREA AVENUE / HAWTHORNE BOULEVARD
 E/W ARBOR VITAE

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	7	96	13	13	71	13	7	143	44	23	34	13	477	
715-730	9	107	10	9	74	9	7	148	37	22	43	16	491	
730-745	11	117	10	13	88	13	6	166	44	31	41	13	553	
745-800	5	113	10	11	82	14	6	172	50	35	57	18	573	
800-815	7	118	13	9	89	8	10	194	40	36	55	18	598	
815-830	7	126	12	12	72	9	8	171	41	28	41	12	500	
830-845	11	136	14	11	65	9	6	168	42	21	41	13	538	
845-900	9	132	11	11	52	10	6	140	40	28	35	13	507	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	32	433	43	46	315	49	26	629	175	111	175	60	2084	
715-815	32	456	43	42	333	44	29	680	171	124	196	65	2215	
730-830	30	475	45	45	336	44	28	703	175	128	194	61	2284	
745-845	30	484	49	43	313	40	28	706	173	118	194	61	2289	
800-900	34	513	50	43	283	36	28	674	183	111	192	56	2183	



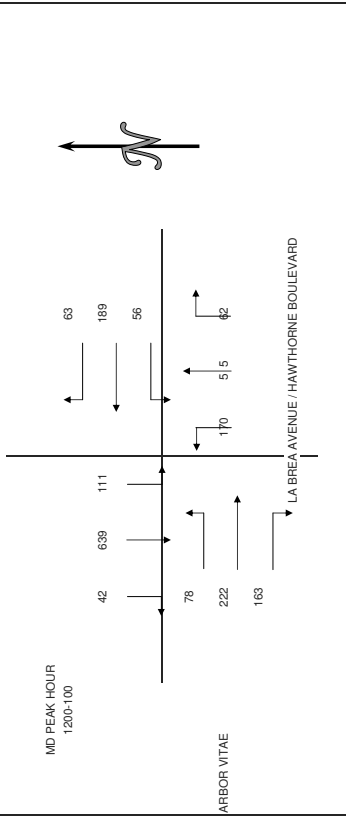
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA BREA AVENUE / HAWTHORNE BOULEVARD
 EW ARBOR VITAE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	7	147	17	9	40	14	12	103	30	31	56	19	485
1115-1130	11	141	20	8	30	10	16	115	37	28	44	15	475
1130-1145	15	175	21	7	42	17	10	128	37	30	44	16	542
1145-1200	13	151	26	5	38	14	11	151	37	36	56	21	559
1200-1215	12	149	26	15	32	11	12	139	51	41	64	23	576
1215-1230	13	170	23	14	47	14	19	128	40	44	53	18	581
1230-1245	7	166	23	16	38	13	15	136	32	42	48	16	572
1245-1300	10	154	39	18	52	18	18	124	47	36	57	21	592
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	46	614	84	29	150	55	49	497	141	125	200	71	2061
1115-1215	51	616	93	35	142	52	49	533	162	135	208	75	2151
1130-1230	53	645	96	41	159	56	52	544	165	151	217	78	2257
1145-1245	45	636	98	50	175	52	57	552	160	163	221	78	2287
1200-1300	42	639	111	63	188	56	62	525	170	163	222	78	2320



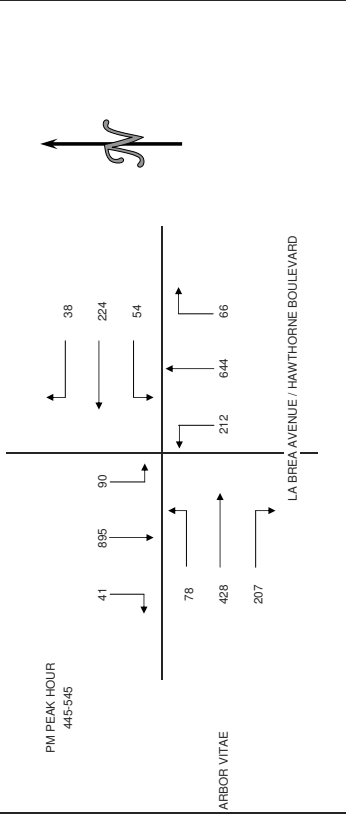
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LA BREA AVENUE / HAWTHORNE BOULEVARD
 EW ARBOR VITAE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	8	186	19	10	60	19	22	161	31	39	91	19	665
415-430	7	216	12	12	58	9	15	157	41	57	100	25	709
430-445	11	219	23	9	55	18	24	160	47	45	100	22	733
445-500	7	223	21	9	58	17	14	148	46	53	98	20	713
500-515	13	243	26	18	54	13	23	174	54	60	114	24	814
515-530	8	238	16	9	61	9	17	151	49	48	105	18	707
530-545	13	232	27	4	61	15	12	171	63	48	111	16	743
545-600	18	175	15	13	73	17	16	141	63	38	111	15	693
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	33	843	75	40	231	63	75	626	165	194	389	86	2820
415-515	38	900	82	46	225	57	76	639	188	215	412	91	2969
430-530	39	912	86	43	218	57	78	633	196	204	417	84	2969
445-545	41	895	90	38	224	54	66	644	212	207	428	78	2977
500-600	50	848	84	42	239	54	68	637	228	192	441	73	2957



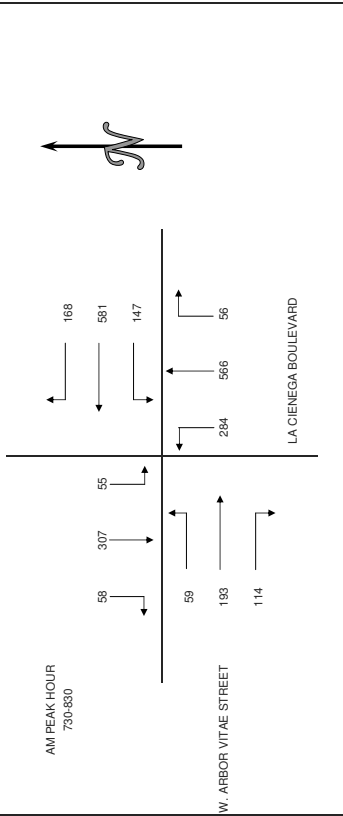
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW W. ARBORVITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	6	62	10	39	102	23	2	78	40	9	20	3	394	
7:15-7:30	6	60	4	52	134	30	16	111	62	21	31	13	540	
7:30-7:45	17	72	5	55	159	36	17	133	71	22	38	14	639	
7:45-8:00	20	88	12	39	162	33	16	135	91	31	55	16	698	
8:00-8:15	11	88	24	45	146	42	13	156	67	35	59	14	700	
8:15-8:30	10	59	14	28	114	36	10	142	53	28	41	13	551	
8:30-8:45	13	84	9	28	96	30	6	128	67	23	31	8	523	
8:45-9:00	7	66	14	21	108	25	14	102	49	27	51	11	495	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-9:00	49	282	31	185	557	122	51	457	264	83	144	46	2271	
7:15-8:15	54	308	45	191	601	141	62	535	291	109	183	57	2577	
7:30-8:30	58	307	55	168	561	147	56	566	284	114	193	59	2588	
7:45-8:45	54	319	59	141	518	141	45	561	280	115	186	53	2472	
8:00-9:00	41	297	61	123	464	133	43	528	238	111	182	48	2269	



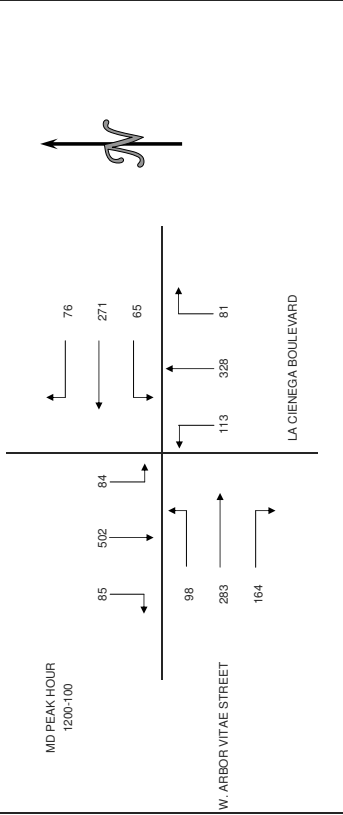
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW W. ARBORVITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	11	116	14	17	62	13	26	79	29	40	58	17	482	
11:15-11:30	24	127	20	20	72	23	13	75	32	25	39	22	492	
11:30-11:45	13	121	24	21	77	13	18	90	32	51	44	23	527	
11:45-12:00	12	105	11	14	59	18	14	82	34	43	40	20	452	
12:00-12:15	27	123	23	11	49	11	27	95	28	49	67	27	537	
12:15-12:30	15	129	21	19	69	18	13	78	27	33	58	20	466	
12:30-12:45	20	118	25	23	60	16	19	66	31	43	81	28	530	
12:45-1:00	23	132	15	23	93	20	22	91	27	39	79	23	587	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	60	489	69	72	270	67	71	326	127	159	181	82	1953	
11:15-12:15	76	476	78	66	257	65	72	342	126	168	190	92	2008	
11:30-12:30	67	478	79	65	254	60	72	343	121	176	207	90	2012	
11:45-12:45	74	475	80	67	237	63	73	319	120	168	244	95	2015	
12:00-1:00	85	502	84	76	271	65	81	328	113	164	283	98	2150	



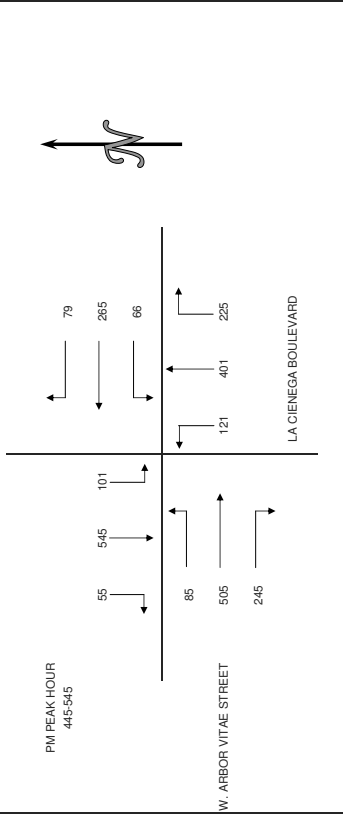
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: COM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W W. ARBORVITAE STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	15	125	25	20	64	17	56	97	28	59	90	15	611
415-430	11	104	32	16	80	13	58	120	33	47	104	17	635
430-445	17	109	30	17	63	22	44	100	26	53	129	18	628
445-500	23	132	26	17	60	17	50	101	29	54	115	18	642
500-515	11	141	31	31	75	22	46	115	32	69	139	25	737
515-530	9	123	21	19	61	19	52	98	33	63	131	27	649
530-545	12	149	23	12	69	14	77	90	27	57	120	15	665
545-600	11	128	23	15	56	13	54	87	29	50	95	17	578
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	66	470	113	70	267	69	208	418	116	213	438	68	2516
415-515	62	486	119	81	278	74	198	436	120	223	487	78	2642
430-530	60	505	108	84	259	74	192	411	120	241	514	88	2656
445-545	55	545	101	79	265	66	225	401	121	245	505	85	2693
500-600	43	541	98	77	281	62	228	387	121	241	485	84	2629



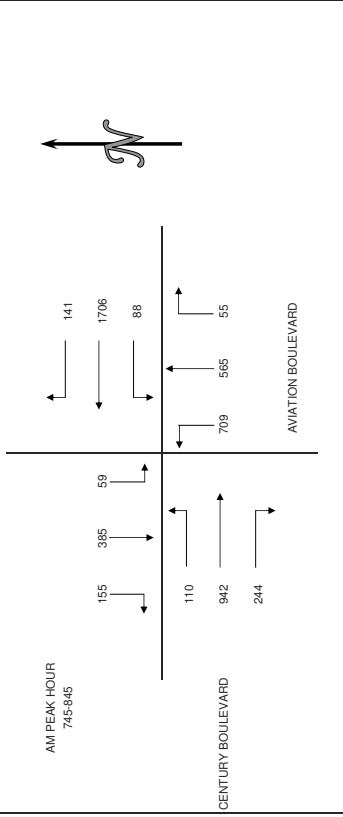
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 6, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	18	67	23	24	352	15	12	169	132	75	245	28	1160
715-730	27	86	14	47	396	15	11	139	130	74	259	19	1217
730-745	42	87	14	31	432	26	13	143	140	70	251	27	1278
745-800	46	98	16	28	444	27	11	148	195	66	223	27	1329
800-815	31	103	13	31	425	17	13	133	183	67	212	30	1268
815-830	43	81	10	48	366	18	14	128	159	58	251	23	1250
830-845	35	103	14	34	441	26	17	156	175	55	256	30	1342
845-900	42	75	17	40	384	21	25	174	132	60	243	22	1295
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT <td>WBTH</td> <td>WBLT</td> <td>NBRT</td> <td>NBTH</td> <td>NBLT</td> <td>EBRT</td> <td>EBTH</td> <td>EBLT</td> <td>TOTAL</td>	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	133	338	67	130	1624	85	47	599	597	285	978	101	4984
715-815	146	374	57	137	1697	87	48	563	648	277	945	103	5082
730-830	162	369	59	138	1697	90	51	552	674	259	937	107	5095
745-845	155	385	59	141	1706	88	55	565	709	244	942	110	5159
800-900	151	382	60	153	1656	82	68	591	696	238	982	105	5125



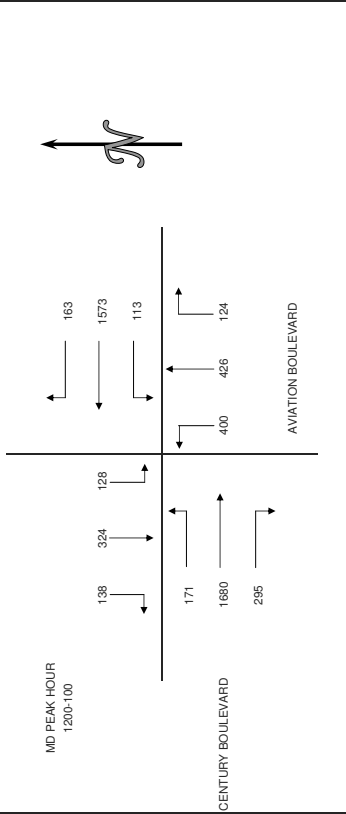
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 6, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	29	70	26	28	339	21	29	123	110	59	372	33	1239
11:15-11:30	35	76	26	32	409	23	21	92	107	53	370	40	1284
11:30-11:45	42	54	30	35	372	26	29	100	120	76	371	37	1300
11:45-12:00	38	85	29	54	391	22	27	102	106	68	371	26	1319
12:00-12:15	37	78	31	36	385	38	38	98	96	63	369	37	1320
12:15-12:30	37	91	43	42	465	31	25	116	101	77	425	43	1442
12:30-12:45	33	71	29	41	382	26	32	97	103	86	432	41	1388
12:45-1:00	31	84	25	44	381	18	29	115	95	69	440	44	1385
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	144	285	111	149	1511	94	106	417	443	256	1490	136	5142
11:15-12:15	152	283	116	157	1557	111	115	392	429	260	1501	140	5223
11:30-12:30	154	308	133	167	1553	119	119	416	423	284	1556	149	5381
11:45-12:45	145	325	132	173	1573	117	122	413	411	294	1611	153	5469
12:00-1:00	138	324	128	163	1573	113	124	426	400	295	1680	171	5535



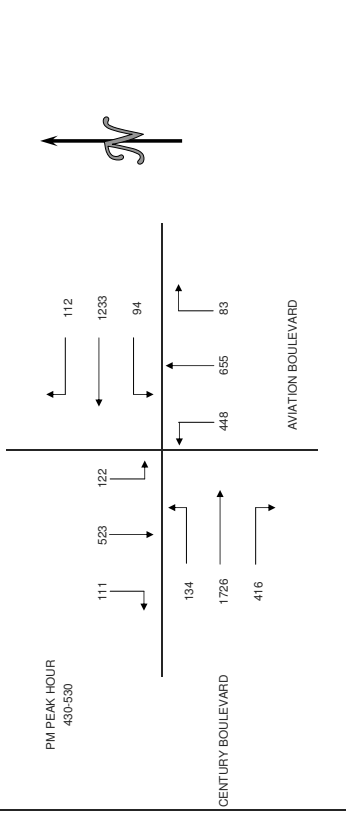
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 6, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-4:15	33	109	19	27	257	22	28	119	114	89	405	26	1248
4:15-4:30	30	107	25	17	266	26	30	136	129	94	400	33	1293
4:30-4:45	27	99	27	24	320	24	23	171	127	107	449	34	1432
4:45-5:00	32	122	25	28	263	15	22	148	117	115	442	40	1389
5:00-5:15	27	145	37	24	312	27	17	163	92	102	414	31	1381
5:15-5:30	25	157	33	36	318	26	21	173	112	92	421	29	1445
5:30-5:45	31	112	31	26	285	17	17	148	108	109	432	29	1365
5:45-6:00	21	86	23	23	273	22	27	134	139	107	427	29	1311
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	122	437	96	96	1126	87	103	574	487	405	1696	133	5362
4:15-5:15	116	473	114	83	1181	92	92	618	465	418	1705	138	5505
4:30-5:30	111	523	122	112	1233	94	83	655	448	416	1726	134	5677
4:45-5:45	115	536	126	114	1198	87	77	632	428	418	1729	129	5607
5:00-6:00	104	500	124	109	1188	94	82	618	451	410	1714	118	5512



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

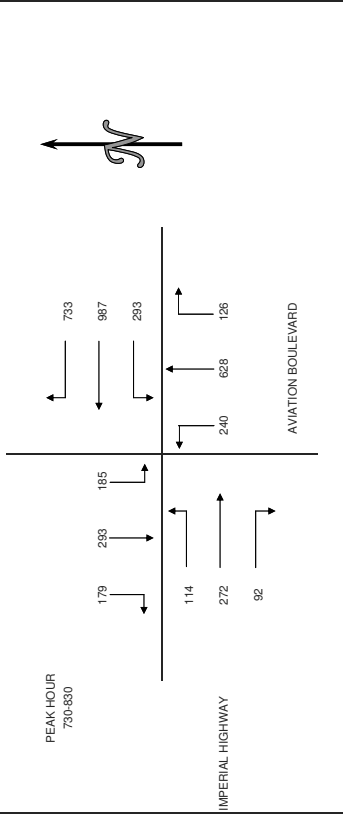
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

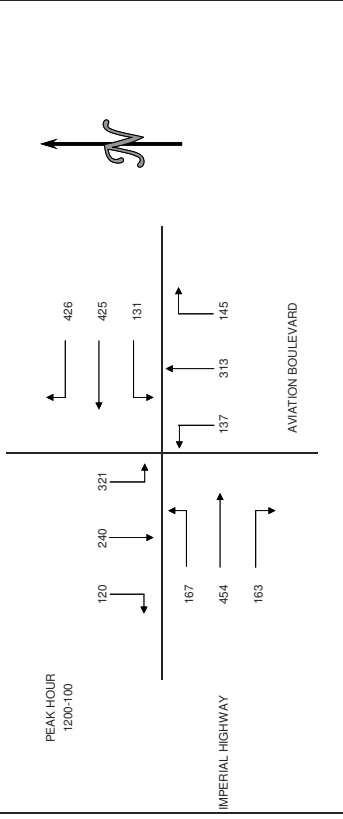
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AVIATION BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBTL	
7:00-7:15	28	71	42	201	167	78	30	119	50	20	59	20	905	
7:15-7:30	35	79	40	213	211	76	34	126	45	20	64	23	966	
7:30-7:45	37	76	49	198	223	73	33	149	65	18	69	29	1020	
7:45-8:00	46	81	51	200	255	79	29	159	57	25	74	22	1078	
8:00-8:15	46	73	42	173	262	80	39	167	53	24	62	27	1048	
8:15-8:30	50	63	43	162	247	61	25	153	64	25	57	36	866	
8:30-8:45	42	74	48	156	247	47	30	150	60	15	74	28	971	
8:45-9:00	34	62	51	147	234	55	33	134	52	17	70	37	926	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBTL	
7:00-8:00	146	307	182	812	876	306	126	533	218	83	266	94	3969	
7:15-8:15	164	309	182	784	951	308	135	601	221	87	269	101	4112	
7:30-8:30	179	293	185	733	967	293	126	629	240	92	272	114	4142	
7:45-8:45	184	291	184	691	1011	267	123	629	234	89	277	113	4093	
8:00-9:00	172	272	184	638	990	243	127	604	229	81	273	128	3841	



15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBTL	
11:00-11:15	27	56	67	93	98	32	43	79	28	37	85	35	680	
11:15-11:30	33	53	64	89	101	34	38	81	28	41	93	37	692	
11:30-11:45	22	50	74	109	98	25	39	75	28	40	107	42	709	
11:45-12:00	27	50	62	120	99	20	34	71	23	33	98	40	695	
12:00-12:15	27	64	77	121	119	27	38	76	28	43	107	47	774	
12:15-12:30	27	50	65	103	89	34	42	68	30	38	124	40	757	
12:30-12:45	31	60	72	107	104	36	29	72	37	43	113	36	742	
12:45-1:00	35	65	87	95	103	32	36	80	42	39	110	44	769	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBTL	
1:00-12:00	109	209	267	420	396	120	154	306	107	151	383	154	2776	
11:15-12:15	109	217	277	448	417	115	149	303	107	157	405	166	2870	
11:30-12:30	103	214	298	462	415	115	153	307	109	154	436	169	2935	
11:45-12:45	112	224	296	460	421	128	143	304	118	157	442	163	2968	
12:00-1:00	120	240	321	426	425	131	145	313	137	163	454	167	3042	



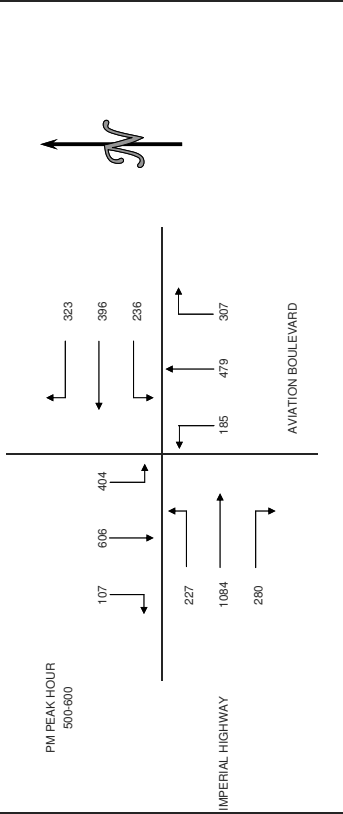
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD / E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	30	110	104	109	99	30	83	101	31	41	239	40	1017
415-430	33	125	97	100	116	36	77	120	35	59	261	35	1036
430-445	33	124	94	89	90	46	83	113	35	57	252	50	1066
445-500	24	124	114	90	108	53	75	101	42	56	243	63	1034
500-515	25	144	108	88	104	59	84	122	50	74	269	44	1165
515-530	24	155	111	77	83	61	78	121	39	60	295	63	1177
530-545	29	163	100	82	96	59	67	133	53	67	279	67	1195
545-600	29	144	85	75	103	57	78	103	43	79	258	53	1107
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	120	483	409	388	414	167	318	435	143	213	935	188	4273
415-515	115	517	413	368	419	196	319	456	162	246	1008	192	4411
430-530	106	547	427	345	395	219	320	457	166	247	1042	220	4492
445-545	102	586	433	338	402	232	304	477	184	257	1069	237	4621
500-600	107	605	404	323	395	236	307	479	185	280	1084	227	4634



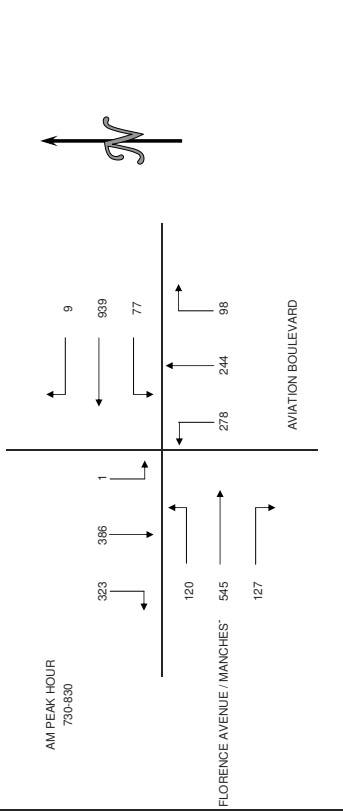
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AVIATION BOULEVARD / E/W FLORENCE AVENUE / MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	70	83	0	0	213	17	11	42	56	23	109	22	646
715-730	80	94	0	0	232	21	15	54	59	28	110	24	717
730-745	86	100	1	2	246	18	17	65	66	30	128	30	789
745-800	84	108	0	2	245	21	26	66	71	38	120	38	853
800-815	80	95	0	1	230	16	23	53	69	27	136	23	765
815-830	73	83	0	4	218	22	32	58	72	32	123	27	750
830-845	75	82	0	3	223	20	20	42	56	27	147	29	724
845-900	73	74	0	2	208	11	28	52	71	22	155	31	727
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	320	385	1	4	936	77	69	229	252	119	499	114	3005
715-815	330	397	1	5	953	76	81	240	265	123	526	117	3114
730-830	323	386	1	9	959	77	98	244	278	127	545	120	3147
745-845	312	368	0	10	916	79	101	221	268	124	564	119	3082
800-900	301	334	0	10	879	66	103	205	268	108	567	112	2856



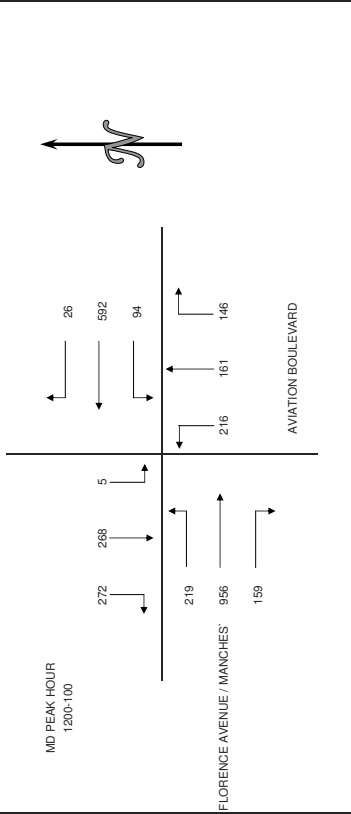
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 EW FLORENCE AVENUE / MANCHESTER BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	SBTH	WBRT	WBTH	NBLT	NBTH	EBRT	EBTH	EBLT	EBLT		
1100-1115	62	59	2	7	114	16	30	42	45	27	164	37	605	
1115-1130	78	61	0	9	126	19	25	36	37	35	178	34	638	
1130-1145	64	66	1	9	137	27	24	32	45	33	183	49	680	
1145-1200	70	67	0	6	143	23	33	42	51	30	207	46	718	
1200-1215	72	68	1	4	148	28	45	49	57	32	220	45	772	
1215-1230	78	60	0	8	151	28	34	34	50	42	258	50	760	
1230-1245	69	70	2	6	144	16	40	33	49	41	259	63	794	
1245-1300	53	69	2	7	148	19	27	45	54	44	239	61	788	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
1100-1200	274	253	3	31	520	85	112	152	178	125	742	166	2641	
1215-1215	284	283	2	28	555	96	127	159	190	130	786	174	2808	
1130-1230	284	262	2	28	590	107	136	157	209	137	858	190	2950	
1145-1245	289	266	3	25	587	98	132	158	213	145	924	204	3064	
1200-1300	272	288	5	26	592	94	146	161	216	159	956	219	3114	



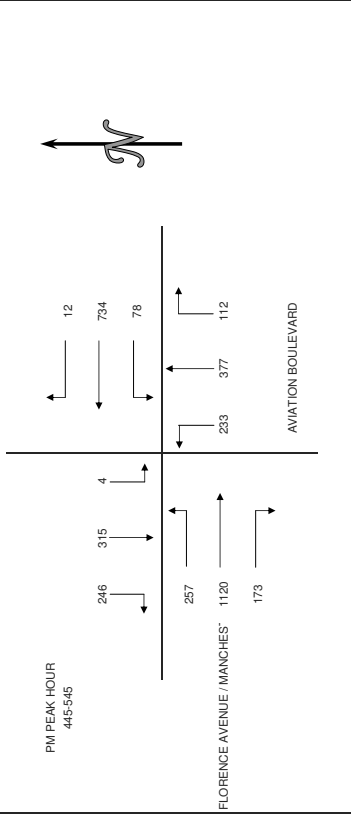
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AVIATION BOULEVARD
 EW FLORENCE AVENUE / MANCHESTER BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	SBTH	WBRT	WBTH	NBLT	NBTH	EBRT	EBTH	EBLT	EBLT		
400-415	64	67	0	5	143	24	27	81	36	280	74	817		
415-430	67	81	2	6	168	23	33	87	38	42	282	61	900	
430-445	57	71	1	3	161	19	36	93	44	31	283	73	872	
445-500	58	78	2	3	173	18	28	85	51	36	275	71	878	
500-515	57	72	1	3	182	22	35	95	62	39	287	57	892	
515-530	68	77	0	3	183	17	24	105	67	52	288	68	972	
530-545	63	88	1	3	166	21	25	92	53	46	280	61	919	
545-600	58	75	0	3	174	22	24	83	48	39	261	62	845	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
400-500	246	297	5	17	645	84	124	346	169	145	1110	279	3467	
415-515	239	302	6	15	664	82	132	360	195	148	1117	262	3542	
430-530	240	288	4	12	709	76	123	378	224	158	1123	269	3614	
445-545	246	315	4	12	734	78	112	377	233	173	1120	257	3661	
500-600	244	312	2	12	735	82	108	375	228	176	1106	248	3628	



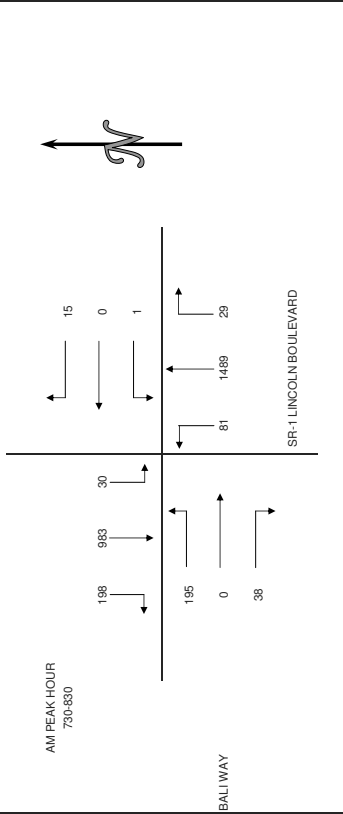
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW BALI WAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	25	183	8	4	1	0	11	344	21	7	0	34	646
7:15-7:30	36	222	5	1	0	0	3	375	22	5	0	38	707
7:30-7:45	43	234	7	2	0	0	7	396	18	9	0	45	761
7:45-8:00	56	252	9	3	0	0	6	382	22	10	0	53	793
8:00-8:15	51	247	9	1	0	1	2	368	23	8	0	50	768
8:15-8:30	48	250	5	0	0	0	14	348	13	11	0	47	747
8:30-8:45	45	265	4	2	0	2	4	335	17	6	0	54	734
8:45-9:00	50	278	12	5	0	0	9	328	23	5	0	47	758
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
7:00-9:00	160	901	29	10	1	0	27	1497	83	31	0	170	2909
7:15-8:15	186	955	30	7	0	1	18	1519	85	32	0	186	3019
7:30-8:30	198	983	30	15	0	1	29	1489	81	38	0	195	3059
7:45-8:45	200	1014	27	15	0	3	26	1428	80	35	0	204	3032
8:00-9:00	194	1040	30	17	0	3	28	1375	81	30	0	198	2897



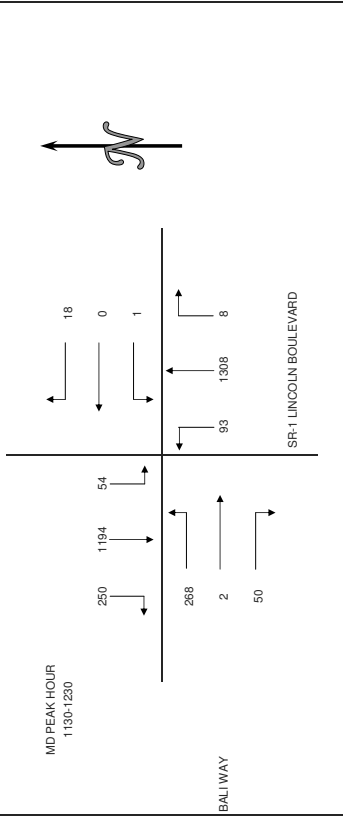
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW BALI WAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	62	281	12	2	0	2	9	335	19	11	0	68	781
11:15-11:30	55	285	9	1	1	3	344	22	5	0	52	780	
11:30-11:45	62	285	10	4	0	1	2	340	25	13	1	69	812
11:45-12:00	69	309	12	5	0	0	2	333	20	12	0	77	839
12:00-12:15	64	313	22	7	0	0	1	324	26	12	1	63	830
12:15-12:30	55	287	10	2	0	0	3	314	22	13	0	59	765
12:30-12:45	50	283	11	4	0	0	5	288	15	9	0	61	706
12:45-1:00	45	271	14	8	0	1	3	271	14	10	0	57	694
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
11:00-12:00	248	1120	43	14	1	4	16	1352	86	41	1	266	3192
11:15-12:15	250	1172	53	19	1	2	8	1338	93	42	2	261	3241
11:30-12:30	250	1194	54	18	0	1	8	1308	93	50	2	268	3246
11:45-12:45	238	1172	55	18	0	0	11	1256	83	48	1	260	3140
12:00-1:00	214	1134	57	21	0	1	12	1194	77	44	1	240	2895



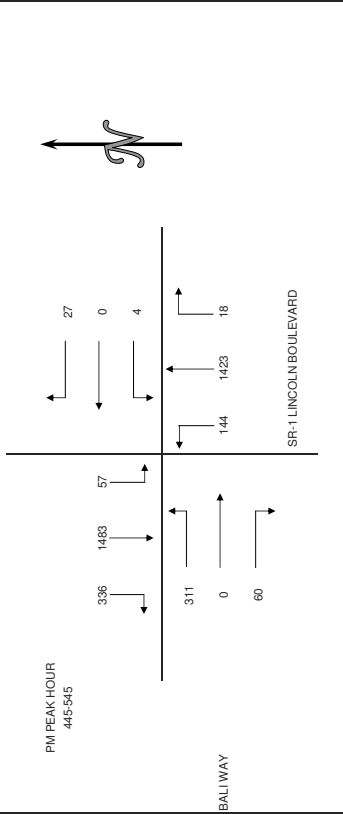
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW BALIWAY

15 MIN COUNTS														
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	
400-415	65	370	14	7	1	0	3	305	25	23	0	87	900	
415-430	74	369	6	7	0	0	5	305	27	22	2	85	903	
430-445	75	357	12	9	0	0	2	319	37	18	0	80	909	
445-500	86	377	12	4	0	0	3	328	40	12	0	80	942	
500-515	96	389	14	11	0	0	6	357	41	18	0	78	986	
515-530	81	371	17	5	0	0	4	378	38	13	0	81	888	
530-545	73	373	14	7	0	1	5	360	23	17	0	72	947	
545-600	54	361	10	1	0	1	1	341	29	10	0	61	859	
HOURLY TOTALS														
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	
400-500	300	1473	44	27	1	0	13	1258	129	75	2	332	3654	
415-515	331	1465	44	31	0	0	3	16	1310	145	70	2	323	3740
430-530	338	1467	55	29	0	0	3	15	1382	156	61	0	319	3625
445-545	336	1483	57	27	0	4	18	1423	144	60	0	311	3663	
500-600	304	1467	55	24	0	5	16	1436	133	58	0	292	3790	



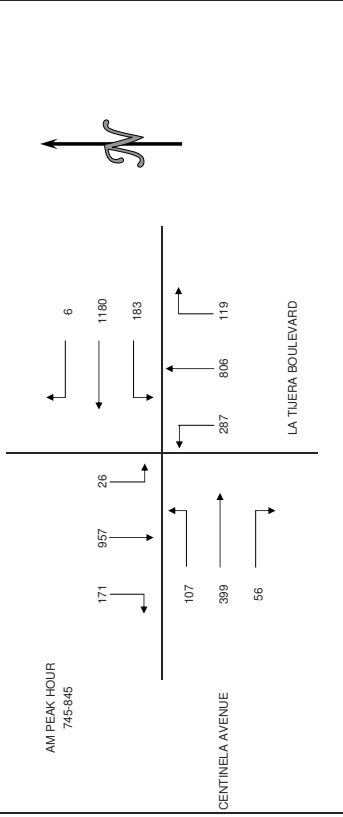
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 15, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS LA TUERA BOULEVARD
 EW CENTINELA AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	30	200	6	1	287	57	20	177	59	8	92	17	954
715-730	35	230	7	1	313	57	26	189	59	13	97	23	1050
730-745	35	240	3	1	326	49	27	181	60	10	88	24	1044
745-800	34	235	5	5	316	44	24	194	68	19	91	24	1059
800-815	47	243	7	0	303	39	31	195	77	13	84	23	1071
815-830	44	256	6	1	288	46	30	213	72	12	103	33	1084
830-845	46	244	8	0	273	54	34	204	70	12	111	27	1063
845-900	40	239	7	1	269	54	25	202	62	14	109	25	1047
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	134	905	21	8	1242	207	97	741	246	50	388	88	4107
715-815	151	947	22	7	1258	189	108	759	264	55	370	94	4224
730-830	160	953	21	7	1233	178	112	783	277	54	376	104	4258
745-845	171	957	26	6	1180	183	119	806	287	56	399	107	4287
800-900	177	961	28	2	1133	188	120	814	281	51	417	108	4285



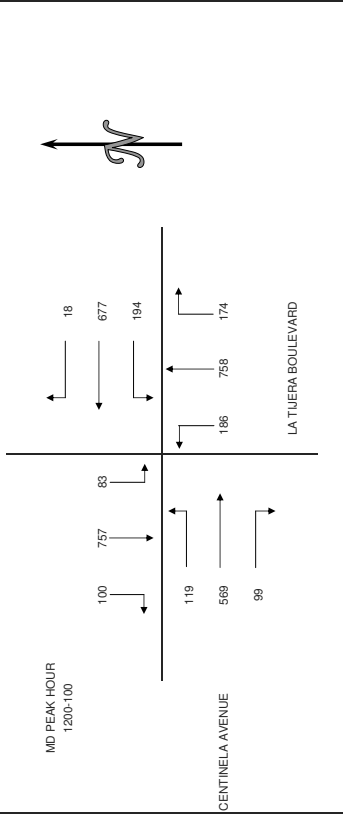
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA TUERA BOULEVARD
 EW CENTINELA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	25	188	16	3	166	44	30	180	40	16	91	34	813
1115-1130	27	175	15	4	149	41	20	182	37	13	88	21	782
1130-1145	24	179	21	7	152	45	37	182	47	9	111	22	836
1145-1200	29	171	26	3	155	40	38	183	40	19	119	25	848
1200-1215	22	180	23	2	161	51	37	185	45	15	130	34	887
1215-1230	20	202	18	8	183	55	40	194	52	27	138	26	863
1230-1245	27	182	18	3	170	44	48	197	49	24	155	34	951
1245-1300	31	193	24	5	183	44	49	182	40	33	144	25	933
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	105	693	78	17	622	170	125	727	164	57	419	102	3279
1115-1215	102	705	85	16	617	177	132	732	169	56	460	102	3353
1130-1230	95	732	88	20	651	191	152	744	184	70	500	107	3534
1145-1245	98	735	85	16	669	190	163	759	186	85	544	119	3649
1200-1300	100	757	83	18	677	194	174	758	186	98	568	119	3734



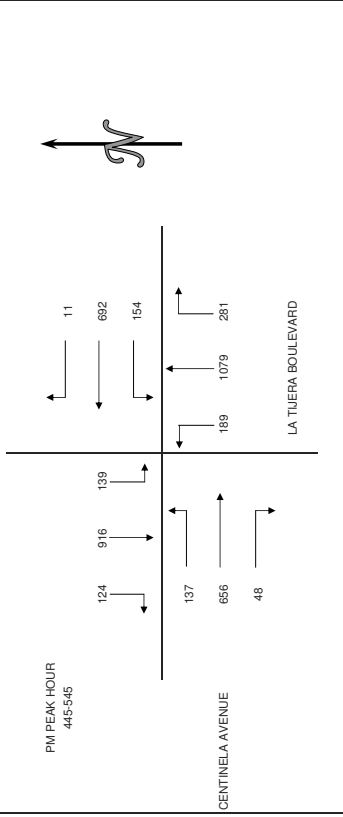
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LA TUERA BOULEVARD
 EW CENTINELA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	26	196	27	6	141	43	58	227	54	10	156	38	982
415-430	27	200	25	4	168	40	62	248	41	15	155	39	1024
430-445	24	214	37	3	175	48	66	253	40	14	150	31	1058
445-500	38	225	33	6	167	31	76	248	53	13	166	31	1088
500-515	30	239	38	3	179	51	64	270	38	13	169	32	1116
515-530	28	225	33	2	162	46	72	264	45	14	154	38	1089
530-545	30	227	35	0	164	30	69	276	53	8	177	35	1124
545-600	23	204	42	1	175	41	63	289	48	10	180	31	1085
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-600	115	835	122	19	651	162	262	977	188	52	627	139	4149
415-515	119	878	133	16	689	170	268	1020	172	55	630	133	4283
430-530	118	903	141	14	683	172	278	1056	176	54	629	133	4357
445-545	124	916	139	11	692	154	281	1079	189	48	656	137	4426
500-600	109	895	148	6	700	164	268	1118	182	45	650	137	4423



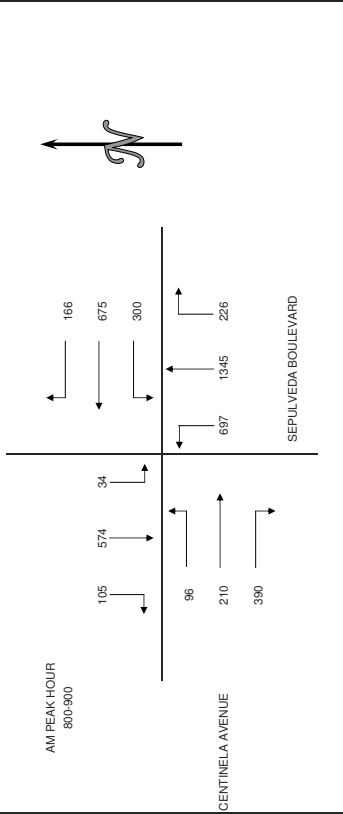
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 29, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CENTINELA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	20	78	7	23	155	35	28	268	147	61	22	15	859
7:15-7:30	22	91	7	37	167	48	32	325	154	78	31	10	1004
7:30-7:45	30	114	6	26	161	65	41	321	159	88	46	16	1073
7:45-8:00	28	131	9	29	181	57	57	300	181	92	48	20	1133
8:00-8:15	25	138	7	44	186	79	62	297	180	103	44	13	1185
8:15-8:30	22	147	3	47	169	68	51	360	181	92	57	22	1226
8:30-8:45	27	150	8	42	170	73	57	345	175	88	54	28	1217
8:45-9:00	31	138	10	33	130	79	58	343	161	107	55	27	1190
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-8:00	100	414	29	115	664	206	158	1215	641	319	147	61	4069
7:15-8:15	105	475	29	136	695	250	192	1244	674	361	169	65	4395
7:30-8:30	105	531	31	146	697	270	211	1278	701	375	195	77	4617
7:45-8:45	102	567	33	162	706	278	227	1302	717	375	203	89	4761
8:00-9:00	105	574	34	166	675	300	226	1345	687	390	210	96	4618



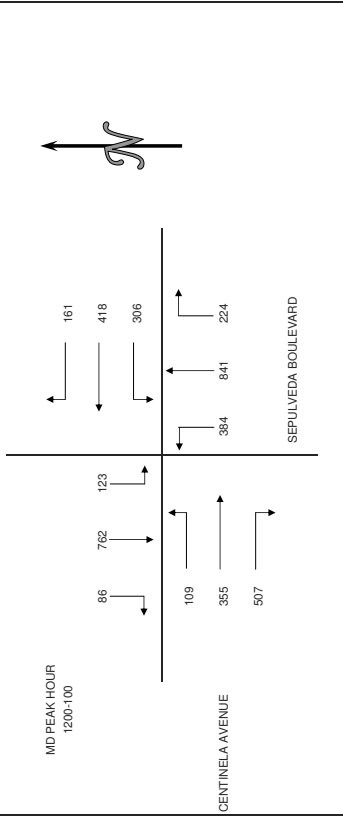
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 29, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CENTINELA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	23	147	19	34	83	56	39	203	75	102	62	36	881
11:15-11:30	25	166	20	55	79	68	38	182	75	113	74	23	918
11:30-11:45	25	154	28	39	86	71	43	188	83	109	81	29	936
11:45-12:00	24	175	36	44	97	90	45	199	88	119	82	25	1033
12:00-12:15	19	185	29	54	110	88	55	204	91	133	95	26	1088
12:15-12:30	18	180	39	38	102	70	57	216	101	112	84	28	1045
12:30-12:45	20	181	21	35	115	79	50	214	100	135	86	29	1061
12:45-1:00	29	205	34	34	91	73	62	207	92	127	90	27	1072
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	97	642	103	172	345	296	165	772	321	443	299	113	3768
11:15-12:15	93	690	113	192	372	326	181	773	337	474	332	102	3985
11:30-12:30	86	704	132	175	395	328	200	807	363	473	342	107	4112
11:45-12:45	81	731	125	171	424	332	207	833	380	499	347	107	4237
12:00-1:00	86	782	123	161	418	306	224	841	384	507	355	109	4276



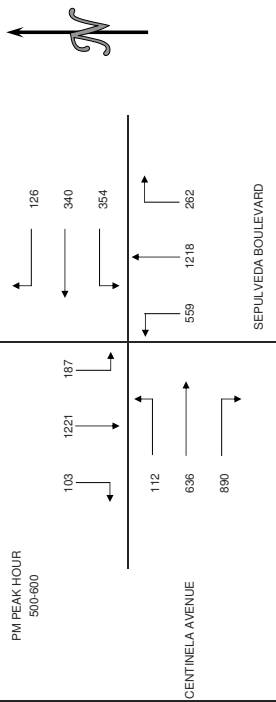
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 29, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CENTINELA AVENUE

PERIOD	15 MIN COUNTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	
400-415	36	225	39	32	75	70	48	256	72	178	132	21	1184
415-430	32	239	39	26	64	75	46	275	93	176	142	28	1235
430-445	25	279	42	32	70	87	56	256	105	208	158	33	1352
445-500	21	291	47	29	72	85	53	272	118	200	154	24	1366
500-515	27	298	48	29	83	91	63	292	125	219	169	23	1460
515-530	23	323	40	31	85	84	72	311	143	213	163	27	1538
530-545	22	306	48	37	88	87	66	283	136	237	170	36	1516
545-600	29	296	50	29	74	92	61	328	150	221	140	28	1494
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	
400-500	114	1034	167	119	281	317	203	1059	389	762	586	106	5137
415-515	105	1105	177	116	289	338	218	1095	442	803	617	108	5413
430-530	98	1189	178	121	320	347	244	1137	497	840	638	107	5716
445-545	95	1216	184	126	338	347	254	1164	527	889	650	110	5980
500-600	103	1221	187	126	340	354	262	1218	559	890	636	112	6008



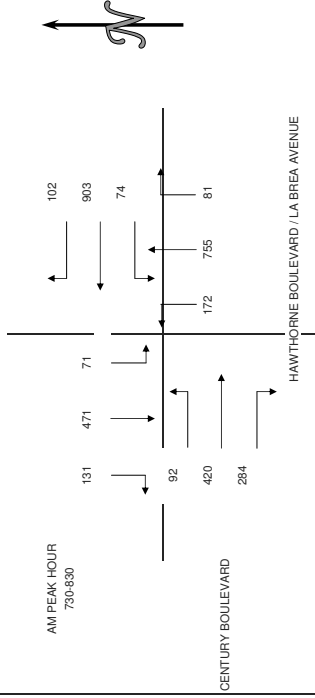
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S HAWTHORNE BOULEVARD / LA BREA AVENUE
 E/W CENTURY BOULEVARD

PERIOD	15 MIN COUNTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	
700-715	22	97	17	18	208	11	12	155	43	56	69	19	747
715-730	28	105	10	22	227	12	10	167	38	54	97	21	791
730-745	31	115	18	26	249	13	16	184	45	60	91	18	866
745-800	40	121	19	28	265	19	21	201	41	71	109	20	962
800-815	33	119	22	24	209	21	19	190	46	82	111	26	808
815-830	25	116	12	26	190	21	23	180	38	71	109	17	830
830-845	24	110	18	23	171	17	20	170	34	66	95	17	769
845-900	26	107	16	32	161	17	19	161	39	60	96	22	756
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	
700-800	121	438	64	92	939	55	59	707	167	241	386	87	3356
715-815	134	460	69	98	940	65	66	742	172	267	408	96	3517
730-830	131	471	71	102	903	74	81	755	172	284	420	92	3569
745-845	124	466	71	99	825	78	85	741	161	290	428	91	3459
800-900	110	452	68	105	731	76	83	701	159	273	415	84	3283



WILTEC

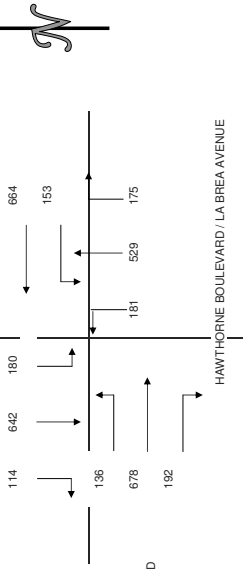
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS HAWTHORNE BOULEVARD / LA BREA AVENUE
 E/W CENTURY BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	30	126	33	23	134	34	37	125	39	45	159	28	813
1115-1130	29	128	27	22	161	33	43	135	46	45	185	37	891
1130-1145	29	151	39	36	141	24	33	125	35	38	143	31	825
1145-1200	29	156	32	41	157	36	41	120	38	34	159	32	878
1200-1215	29	136	53	33	159	42	45	148	50	37	151	23	805
1215-1230	36	164	43	35	151	34	40	132	52	53	159	33	932
1230-1245	23	180	45	37	171	34	53	122	36	50	188	47	986
1245-1300	26	162	39	31	183	43	37	130	43	52	180	31	957
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	117	561	131	122	593	127	154	514	158	162	640	128	3407
1115-1215	116	571	151	132	618	135	162	534	169	154	632	125	3499
1130-1230	123	607	167	145	608	136	159	531	175	162	606	121	3540
1145-1245	117	636	173	146	638	146	179	528	176	174	651	137	3701
1200-1300	114	642	180	138	684	153	175	528	181	192	678	138	3788

MD PEAK HOUR
1200-1300



WILTEC

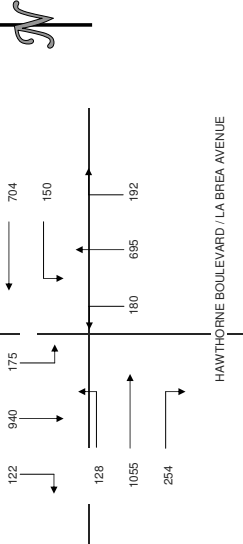
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: FEHR AND PEERS
 PROJECT: LAX SPAS COUNTS
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS HAWTHORNE BOULEVARD / LA BREA AVENUE
 E/W CENTURY BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	36	193	32	31	166	39	22	120	33	62	247	42	1023
415-430	34	187	50	20	155	31	33	162	32	52	232	40	1088
430-445	34	205	34	22	171	36	39	154	45	49	247	46	1085
445-500	24	220	44	27	157	28	38	152	38	69	248	40	1087
500-515	29	246	40	38	170	32	40	177	42	51	258	34	1165
515-530	34	260	47	35	166	35	52	185	54	71	274	31	1244
530-545	31	231	44	39	187	42	58	178	42	81	274	35	1242
545-600	28	203	44	39	181	41	42	155	42	51	249	28	1103
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	128	695	160	100	649	136	132	588	149	232	974	168	4223
415-515	121	856	168	108	653	131	150	645	158	221	985	160	4358
430-530	121	981	165	123	664	135	169	668	180	240	1027	151	4574
445-545	118	957	175	140	660	136	188	692	177	272	1054	140	4731
500-600	122	940	175	152	704	150	192	693	180	254	1055	128	4747

PM PEAK HOUR
500-600



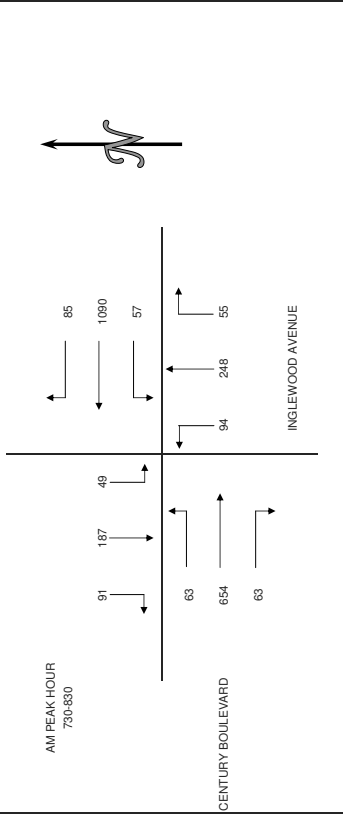
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 22, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S INGLEWOOD AVENUE
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	12	28	9	18	247	17	10	53	34	13	106	18	565
7:15-7:30	19	42	8	15	296	14	12	64	33	12	118	13	646
7:30-7:45	24	38	10	17	292	16	11	55	25	18	163	19	688
7:45-8:00	18	56	9	24	311	12	15	70	23	10	179	11	738
8:00-8:15	25	46	16	25	293	14	13	59	24	19	169	13	688
8:15-8:30	24	47	14	19	285	15	18	64	22	16	160	20	652
8:30-8:45	16	30	15	12	202	12	10	54	15	13	145	18	542
8:45-9:00	23	43	9	17	203	15	12	62	13	11	154	15	577
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	73	164	36	74	1146	59	48	242	115	53	566	61	2637
7:15-8:15	86	182	43	81	1151	56	51	248	105	59	612	56	2730
7:30-8:30	91	187	49	85	1090	57	55	248	94	63	654	63	2736
7:45-8:45	83	179	54	80	1000	53	54	247	84	58	636	62	2590
8:00-9:00	88	166	54	73	892	56	51	239	74	59	611	66	2429



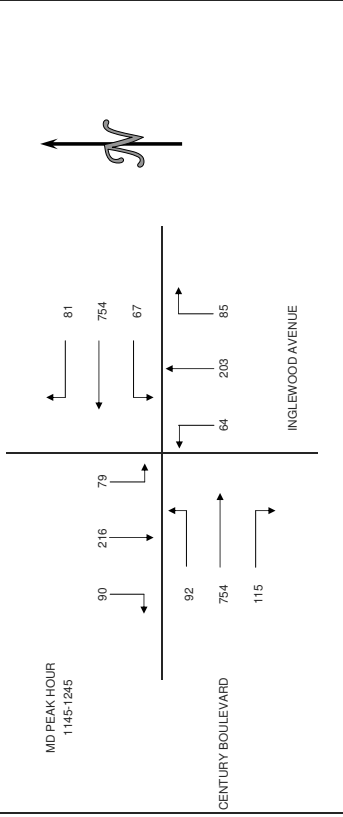
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 22, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S INGLEWOOD AVENUE
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	16	48	12	17	152	16	19	41	12	15	157	16	521
11:15-11:30	18	48	20	20	177	18	24	54	12	14	173	22	600
11:30-11:45	26	52	16	18	201	14	18	48	14	17	186	23	634
11:45-12:00	21	49	14	22	195	16	22	44	13	25	179	21	621
12:00-12:15	23	54	22	23	181	13	19	58	17	31	183	23	647
12:15-12:30	25	63	19	19	193	21	24	48	13	30	203	28	663
12:30-12:45	21	50	24	17	165	17	20	58	21	29	187	20	649
12:45-1:00	18	41	17	21	193	14	22	57	12	21	185	19	620
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	81	197	62	77	725	64	83	188	51	71	695	82	2376
11:15-12:15	88	203	72	83	754	61	83	205	56	87	721	89	2502
11:30-12:30	95	218	71	82	770	64	83	194	57	103	753	95	2585
11:45-12:45	90	216	79	81	754	67	85	203	64	115	754	92	2600
12:00-1:00	87	208	82	80	752	65	85	216	63	111	760	90	2599



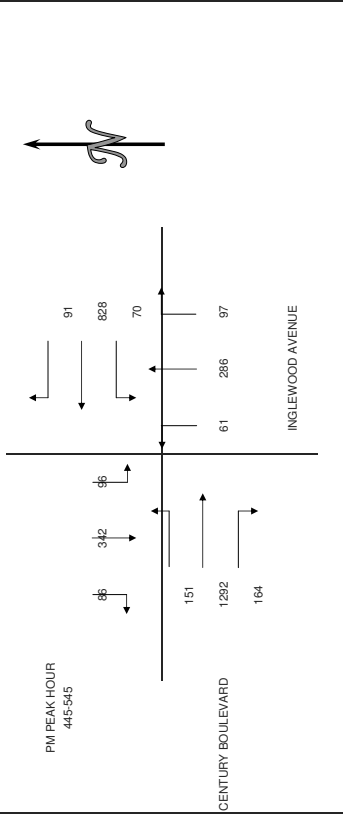
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S INGLEWOOD AVENUE
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	24	64	18	19	208	21	17	73	14	30	261	35	784
415-430	25	58	18	13	207	16	26	57	17	37	238	22	734
430-445	23	79	27	30	196	18	23	64	11	35	281	29	816
445-500	20	74	24	22	211	21	27	68	16	42	326	39	890
500-515	20	83	27	26	206	16	25	71	13	46	359	45	936
515-530	23	90	23	23	189	14	24	78	13	44	268	33	866
530-545	23	96	22	20	212	19	21	68	16	52	311	32	872
545-600	18	78	17	16	192	23	19	76	21	41	278	35	814
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	92	275	87	84	822	76	93	262	58	144	1106	125	3224
415-515	88	283	96	91	820	71	101	260	57	160	1204	135	3376
430-530	86	325	101	101	812	69	99	282	56	167	1262	148	3508
445-545	86	342	96	91	828	70	97	286	61	164	1292	151	3564
500-600	84	346	89	85	808	72	88	294	66	163	1244	147	3488



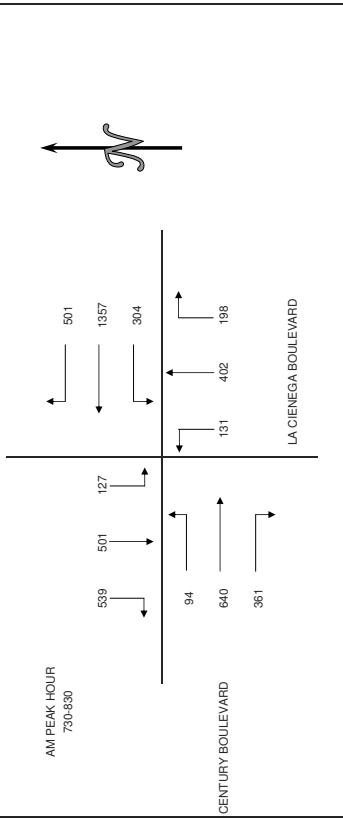
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	158	79	21	109	271	67	42	79	38	73	108	19	1064
715-730	143	91	25	116	311	60	39	81	46	88	134	21	1155
730-745	133	110	20	121	327	86	48	92	28	105	164	24	1262
745-800	132	148	28	140	377	70	61	116	42	93	180	27	1414
800-815	140	133	48	122	342	81	38	100	28	86	156	19	1284
815-830	134	111	31	118	311	64	50	94	31	77	149	24	1165
830-845	170	104	40	115	314	60	46	96	28	66	117	28	1174
845-900	182	85	25	104	283	48	41	78	40	94	145	38	1139
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	566	428	94	486	1286	286	190	368	155	359	586	91	4895
715-815	548	481	121	498	1357	300	187	389	146	372	634	91	5125
730-830	539	501	127	501	1357	304	198	402	131	361	640	94	5155
745-845	576	495	147	495	1344	275	196	396	130	322	593	98	5067
800-900	606	432	144	459	1250	253	176	356	128	323	538	107	4792



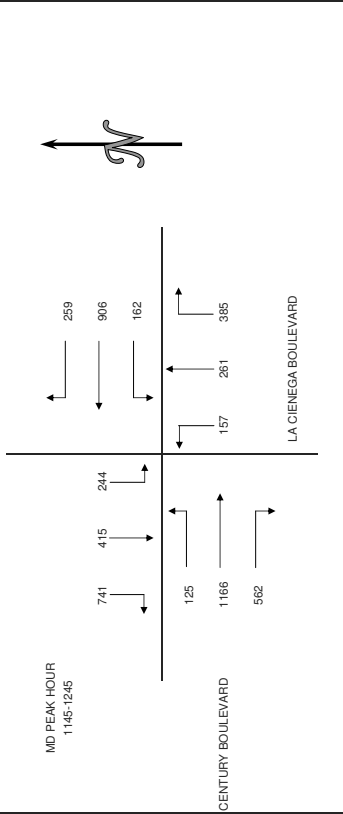
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	
1100-1115	177	89	61	57	202	25	77	80	37	119	256	41	1221
1115-1130	193	79	53	72	189	31	86	61	32	147	319	34	1295
1130-1145	184	103	70	53	201	37	99	55	38	129	281	39	1289
1145-1200	176	103	54	68	218	24	106	72	50	155	305	40	1371
1200-1215	182	104	76	63	206	37	92	63	36	129	289	31	1308
1215-1230	186	118	63	68	238	46	85	58	31	128	265	29	1311
1230-1245	197	90	51	59	244	53	102	73	40	150	307	25	1393
1245-1300	153	83	45	68	206	42	90	67	43	135	287	31	1250
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	730	373	238	250	810	117	368	268	157	550	1161	154	5176
1115-1215	735	388	253	256	814	129	383	251	156	560	1194	144	5263
1130-1230	728	428	263	253	863	144	392	243	155	541	1140	139	5279
1145-1245	741	415	244	259	906	162	395	261	157	562	1166	125	5383
1200-1300	718	395	235	258	834	180	368	256	150	542	1148	116	5262



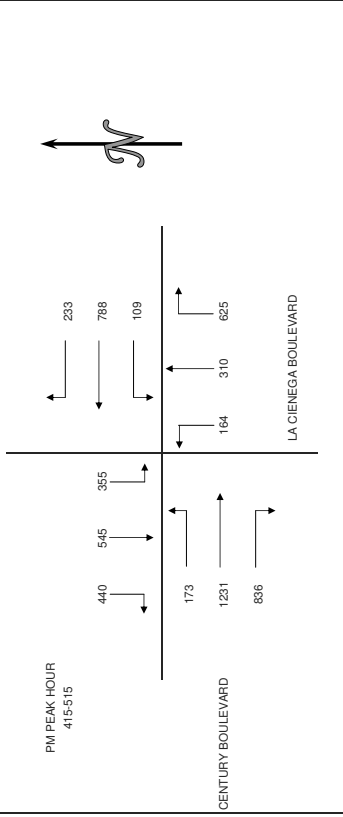
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	
400-415	120	123	86	73	220	24	156	81	45	181	291	47	1447
415-430	107	113	81	56	203	34	173	93	47	218	289	49	1463
430-445	112	122	99	53	208	23	166	66	45	208	322	49	1473
445-500	113	144	82	60	200	27	140	69	35	191	300	34	1395
500-515	108	166	93	64	177	26	146	82	37	219	320	41	1478
515-530	109	153	80	54	166	37	157	88	34	178	269	38	1371
530-545	125	152	83	52	175	36	160	86	44	185	275	51	1422
545-600	105	158	94	55	190	23	142	71	38	164	271	39	1350
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	452	502	348	242	831	108	635	309	172	798	1202	179	5778
415-515	440	545	355	233	788	109	625	310	164	836	1231	173	5609
430-530	442	585	370	231	751	112	609	302	151	794	1208	162	5717
445-545	455	615	354	230	718	124	603	321	150	771	1161	164	5666
500-600	447	629	366	225	708	120	605	323	133	744	1132	169	5621



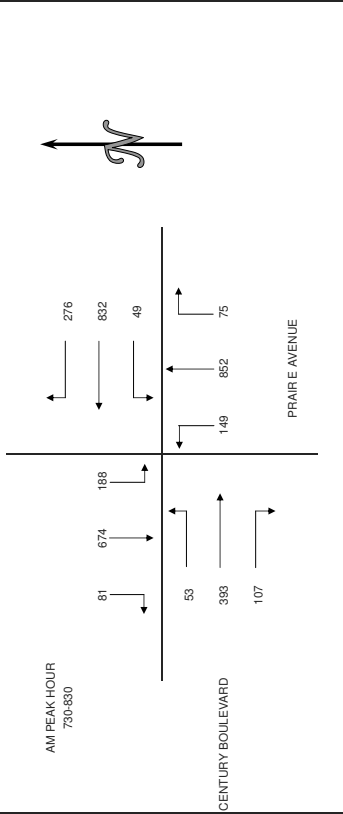
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 9, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS PRAIRIE AVENUE
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	18	151	25	56	151	10	8	175	38	22	75	10	739
7:15-7:30	17	174	21	55	193	12	14	183	42	27	89	18	845
7:30-7:45	19	200	44	74	230	12	16	195	45	20	99	13	967
7:45-8:00	25	173	47	63	214	9	19	228	41	29	106	11	965
8:00-8:15	18	155	53	63	201	15	19	213	30	29	92	13	906
8:15-8:30	19	146	44	76	167	13	21	216	33	28	96	11	891
8:30-8:45	15	145	38	56	172	15	19	208	37	28	94	19	846
8:45-9:00	12	113	32	49	130	17	22	191	32	25	81	22	746
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	79	698	137	248	788	43	57	781	166	98	369	52	3516
7:15-8:15	79	702	165	255	838	48	68	819	158	105	386	60	3683
7:30-8:30	81	674	188	276	832	49	75	852	149	107	393	53	3729
7:45-8:45	77	619	182	258	774	52	78	865	141	115	388	59	3608
8:00-9:00	64	559	167	244	710	60	81	828	132	111	363	70	3388



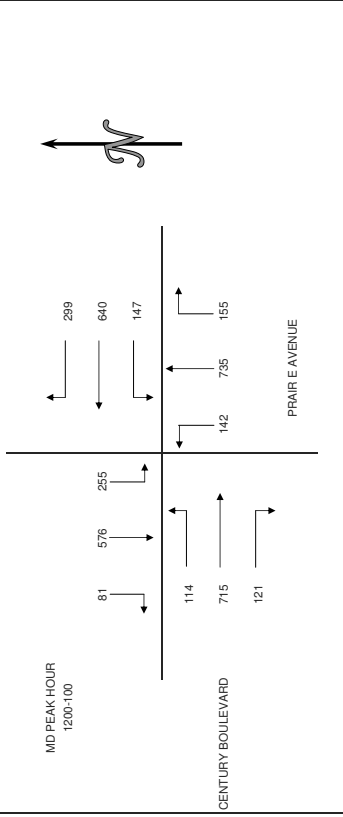
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 9, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS PRAIRIE AVENUE
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	18	155	64	67	159	31	42	153	39	22	153	25	928
11:15-11:30	16	165	72	72	166	25	43	181	33	24	151	29	971
11:30-11:45	13	152	50	57	145	33	46	166	35	29	162	24	912
11:45-12:00	18	161	70	62	154	38	39	182	46	26	153	22	971
12:00-12:15	22	163	61	83	178	40	35	177	36	34	173	30	1031
12:15-12:30	17	142	68	65	152	34	37	198	41	28	168	31	895
12:30-12:45	22	131	59	74	147	33	45	177	31	32	178	28	867
12:45-1:00	20	140	67	80	163	40	38	183	34	27	179	25	995
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	65	633	256	258	624	127	170	682	153	101	619	100	3788
11:15-12:15	69	641	253	273	643	136	163	706	150	113	639	105	3891
11:30-12:30	70	618	249	264	629	145	157	723	158	117	673	107	3910
11:45-12:45	79	597	258	281	631	145	156	734	154	120	689	111	3955
12:00-1:00	81	576	255	298	640	147	155	735	142	121	715	114	3980



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: COM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: WEDNESDAY, JULY 9, 2008
 Period: 4:00 PM TO 6:00 PM
 Intersection: NS PRAIRIE AVENUE
 EW CENTURY BOULEVARD

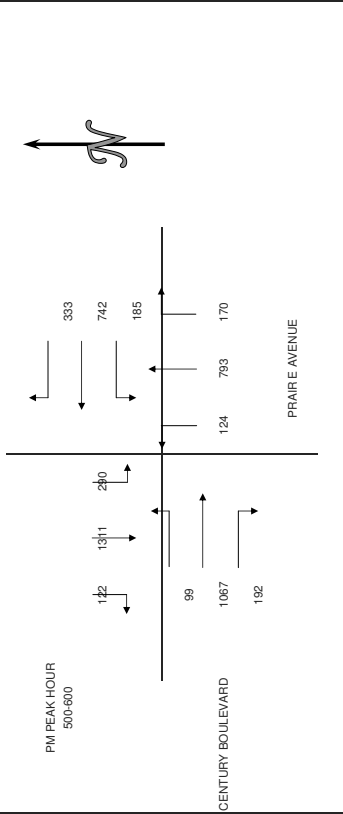
Client: KAKU ASSOCIATES
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY, AUGUST 7, 2008
 Period: 7:00 AM TO 9:00 AM
 Intersection: NS SEPULVEDA BOULEVARD
 EW CENTURY BOULEVARD

WILTEC

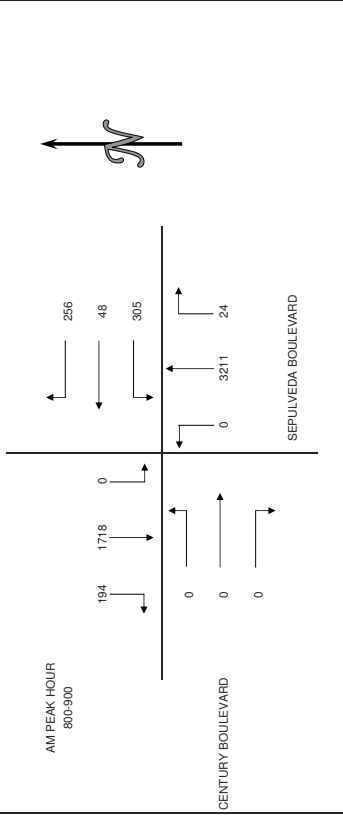
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: KAKU ASSOCIATES
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY, AUGUST 7, 2008
 Period: 7:00 AM TO 9:00 AM
 Intersection: NS SEPULVEDA BOULEVARD
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	23	233	69	80	151	31	51	161	44	37	44	235	1134
415-430	25	233	73	90	179	39	39	164	36	35	232	18	1163
430-445	30	286	80	84	172	37	44	197	31	53	243	20	1277
445-500	22	283	66	70	182	33	31	192	31	50	268	27	1255
500-515	25	321	70	78	185	40	44	184	27	42	268	28	1300
515-530	37	365	73	75	183	55	49	208	30	51	264	13	1419
530-545	35	354	73	88	189	51	42	193	33	50	289	26	1425
545-600	25	271	74	92	175	38	35	208	32	48	258	28	1284
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	100	1035	288	324	684	140	165	714	135	182	978	84	4829
515-515	102	1123	289	322	718	149	158	737	125	180	999	93	4985
430-530	114	1255	289	307	732	165	168	761	119	196	1031	94	5251
445-545	119	1323	292	311	749	179	166	777	123	193	1077	100	5399
500-600	122	1311	290	333	742	185	170	793	124	192	1067	99	5428



15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	31	336	0	50	9	55	2	740	0	0	0	0	1223
715-730	22	356	0	67	8	73	2	770	0	0	0	0	1288
730-745	34	392	0	69	14	77	4	762	0	0	0	0	1362
745-800	33	403	0	59	4	72	8	808	0	0	0	0	1387
800-815	48	419	0	65	11	82	8	782	0	0	0	0	1411
815-830	53	468	0	60	16	71	8	823	0	0	0	0	1469
830-845	48	459	0	74	7	79	2	800	0	0	0	0	1469
845-900	47	414	0	57	14	73	6	808	0	0	0	0	1417
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	120	1487	0	245	35	277	16	3080	0	0	0	0	5260
715-815	135	1570	0	280	37	304	22	3120	0	0	0	0	5448
730-830	166	1640	0	253	45	302	28	3175	0	0	0	0	5609
745-845	180	1707	0	258	38	304	26	3213	0	0	0	0	5726
800-900	194	1718	0	256	48	305	24	3211	0	0	0	0	5756



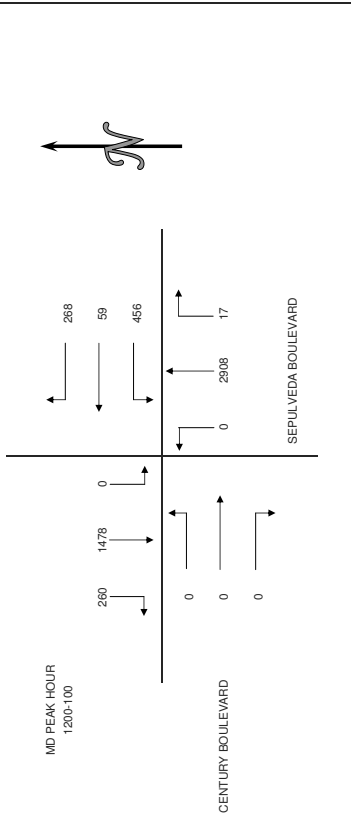
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	68	308	0	60	12	82	2	630	0	0	0	0	1162
1115-1130	63	326	0	54	19	91	2	660	0	0	0	0	1215
1130-1145	64	342	0	65	14	107	6	633	0	0	0	0	1231
1145-1200	73	332	0	57	13	114	6	689	0	0	0	0	1347
1200-1215	79	347	0	70	18	108	7	718	0	0	0	0	1347
1215-1230	63	350	0	58	14	108	3	723	0	0	0	0	1331
1230-1245	62	388	0	73	13	116	3	715	0	0	0	0	1372
1245-1300	56	393	0	67	14	122	4	740	0	0	0	0	1396
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	268	1308	0	236	58	394	16	2612	0	0	0	0	4892
1115-1215	279	1347	0	246	64	420	21	2700	0	0	0	0	5077
1130-1230	279	1371	0	250	59	437	22	2775	0	0	0	0	5193
1145-1245	277	1417	0	258	58	448	19	2857	0	0	0	0	5394
1200-1300	260	1478	0	268	58	456	17	2908	0	0	0	0	5446



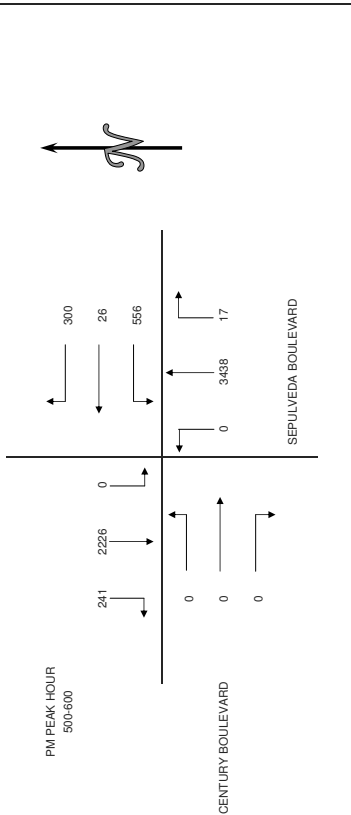
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	55	533	0	77	10	124	2	789	0	0	0	0	1590
415-430	50	541	0	61	7	126	3	784	0	0	0	0	1572
430-445	54	542	0	74	11	125	1	802	0	0	0	0	1609
445-500	55	565	0	63	6	137	3	822	0	0	0	0	1651
500-515	58	549	0	71	5	140	3	832	0	0	0	0	1659
515-530	58	557	0	75	9	132	5	848	0	0	0	0	1681
530-545	69	565	0	81	7	146	4	856	0	0	0	0	1769
545-600	58	555	0	73	5	136	5	865	0	0	0	0	1695
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	214	2181	0	275	34	512	9	3197	0	0	0	0	6422
415-515	217	2197	0	269	29	528	10	3241	0	0	0	0	6491
430-530	225	2213	0	283	31	534	12	3302	0	0	0	0	6600
445-545	240	2268	0	290	27	557	15	3395	0	0	0	0	6760
500-600	241	2226	0	300	26	556	17	3438	0	0	0	0	6804



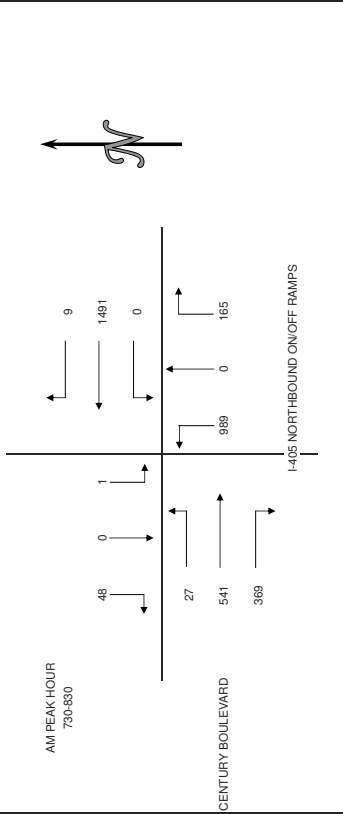
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	4	0	0	0	1	324	0	33	0	232	81	92	3	770
715-730	6	0	0	0	3	379	0	28	0	209	89	117	1	832
730-745	12	0	0	0	3	428	0	44	0	239	97	134	5	962
745-800	11	0	0	0	2	392	0	43	0	274	84	146	1	953
800-815	11	0	0	0	2	398	0	36	0	243	88	125	9	872
815-830	14	0	0	0	2	313	0	42	0	233	100	156	12	953
830-845	7	0	0	0	4	272	0	29	0	267	82	133	2	796
845-900	4	0	0	0	1	263	0	34	0	210	72	107	3	694
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	33	0	0	0	9	1523	0	148	0	954	351	489	10	3517
715-815	40	0	0	0	10	1557	0	151	0	965	358	522	16	3619
730-830	48	0	0	0	9	1491	0	165	0	989	369	541	27	3640
745-845	43	0	0	0	10	1335	0	150	0	1017	354	540	24	3474
800-900	36	0	0	0	9	1206	0	141	0	953	342	501	26	3215



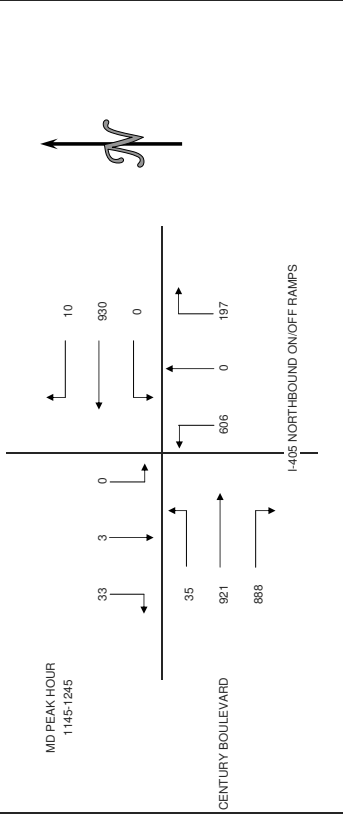
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	7	1	0	0	1	240	0	37	0	143	213	187	10	839
1115-1130	14	0	0	0	2	226	0	37	0	145	240	197	8	869
1130-1145	13	0	0	0	2	224	0	36	0	122	201	206	7	811
1145-1200	11	1	0	0	0	218	0	47	0	147	214	210	7	865
1200-1215	5	0	0	0	1	229	0	50	0	138	225	225	7	881
1215-1230	8	1	0	0	5	226	0	42	0	134	242	264	11	853
1230-1245	9	1	0	0	4	257	0	38	0	166	207	222	10	934
1245-1300	4	0	0	0	1	207	0	40	0	124	186	190	9	761
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	45	2	0	0	5	908	0	157	0	557	868	800	32	3374
1115-1215	43	1	0	0	5	887	0	170	0	553	880	838	29	3416
1130-1230	37	2	0	0	8	867	0	175	0	562	882	905	32	3500
1145-1245	33	3	0	0	10	930	0	197	0	606	888	921	35	3623
1200-1300	26	2	0	0	11	919	0	190	0	583	860	901	37	3529



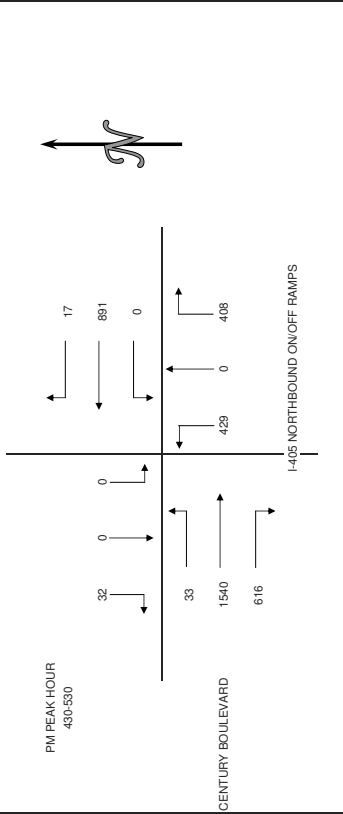
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
400-415	9	0	0	2	227	0	81	0	116	150	305	7	897
415-430	13	0	0	1	227	0	85	0	111	139	327	8	911
430-445	12	0	0	6	245	0	102	0	125	151	365	11	1017
445-500	7	0	0	5	232	0	106	0	107	143	387	8	995
500-515	9	0	0	3	202	0	100	0	100	168	424	5	1011
515-530	4	0	0	3	212	0	103	0	97	154	364	3	843
530-545	6	0	0	7	211	0	102	0	117	146	365	6	960
545-600	6	0	0	3	190	0	87	0	104	133	364	11	898
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
400-500	41	0	0	14	931	0	374	0	459	593	1384	34	3820
415-515	41	0	0	15	906	0	393	0	443	601	1503	32	3934
430-530	32	0	0	17	891	0	408	0	429	616	1540	33	3966
445-545	26	0	0	18	857	0	408	0	421	611	1540	28	3909
500-600	25	0	0	16	815	0	398	0	418	601	1517	31	3812



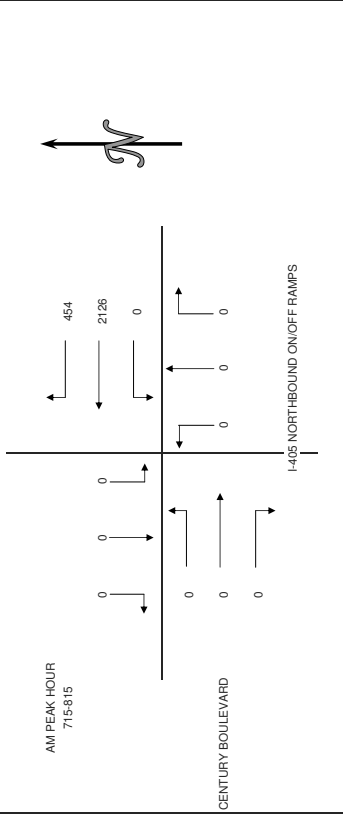
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
700-715	0	0	0	121	429	0	0	0	0	0	0	0	550
715-730	0	0	0	149	482	0	0	0	0	0	0	0	631
730-745	0	0	0	107	529	0	0	0	0	0	0	0	636
745-800	0	0	0	106	552	0	0	0	0	0	0	0	658
800-815	0	0	0	98	563	0	0	0	0	0	0	0	665
815-830	0	0	0	83	514	0	0	0	0	0	0	0	597
830-845	0	0	0	52	472	0	0	0	0	0	0	0	524
845-900	0	0	0	62	450	0	0	0	0	0	0	0	512
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
700-800	0	0	0	483	1992	0	0	0	0	0	0	0	2475
715-815	0	0	0	454	2126	0	0	0	0	0	0	0	2580
730-830	0	0	0	388	2158	0	0	0	0	0	0	0	2546
745-845	0	0	0	333	2101	0	0	0	0	0	0	0	2434
800-900	0	0	0	288	1998	0	0	0	0	0	0	0	2288



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

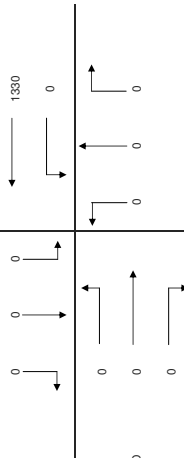
Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	74	268	0	0	0	0	0	0	0	342
1115-1130	0	0	0	69	291	0	0	0	0	0	0	0	360
1130-1145	0	0	0	71	323	0	0	0	0	0	0	0	394
1145-1200	0	0	0	60	293	0	0	0	0	0	0	0	353
1200-1215	0	0	0	73	306	0	0	0	0	0	0	0	379
1215-1230	0	0	0	63	317	0	0	0	0	0	0	0	380
1230-1245	0	0	0	63	376	0	0	0	0	0	0	0	439
1245-100	0	0	0	62	331	0	0	0	0	0	0	0	393
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1200	0	0	0	274	1175	0	0	0	0	0	0	0	1449
1115-1215	0	0	0	273	1213	0	0	0	0	0	0	0	1486
1130-1230	0	0	0	267	1239	0	0	0	0	0	0	0	1506
1145-1245	0	0	0	279	1292	0	0	0	0	0	0	0	1571
1200-100	0	0	0	281	1330	0	0	0	0	0	0	0	1611

MD PEAK HOUR
1200-100

← 281
← 1330
← 0



CENTURY BOULEVARD

I-405 NORTHBOUND ON/OFF RAMP

WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

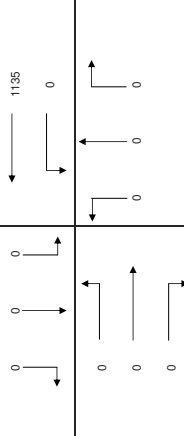
Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS 1-405 NORTHBOUND ON/OFF RAMP
 EW CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	50	201	0	0	0	0	0	0	0	251
415-430	0	0	0	62	259	0	0	0	0	0	0	0	321
430-445	0	0	0	77	286	0	0	0	0	0	0	0	363
445-500	0	0	0	65	271	0	0	0	0	0	0	0	336
500-515	0	0	0	74	278	0	0	0	0	0	0	0	352
515-530	0	0	0	77	219	0	0	0	0	0	0	0	296
530-545	0	0	0	69	262	0	0	0	0	0	0	0	331
545-600	0	0	0	53	246	0	0	0	0	0	0	0	299
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	254	1057	0	0	0	0	0	0	0	1311
415-515	0	0	0	278	1135	0	0	0	0	0	0	0	1413
430-530	0	0	0	293	1055	0	0	0	0	0	0	0	1348
445-545	0	0	0	285	1031	0	0	0	0	0	0	0	1316
500-600	0	0	0	273	1006	0	0	0	0	0	0	0	1279

PM PEAK HOUR
415-515

← 278
← 1135
← 0



CENTURY BOULEVARD

I-405 NORTHBOUND ON/OFF RAMP

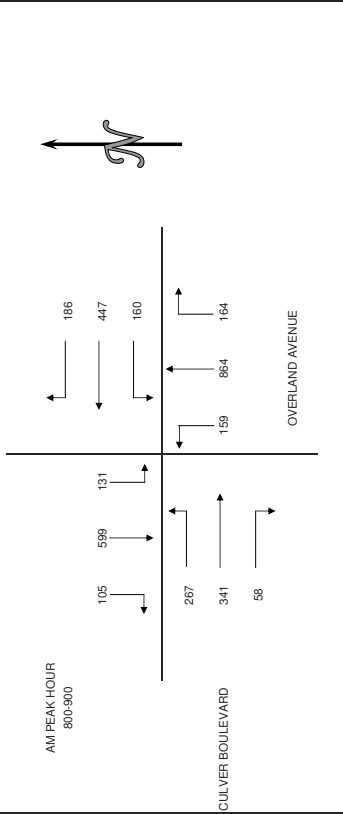
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W CULVER BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	20	81	20	25	50	23	22	188	12	4	43	44	532
7:15-7:30	23	106	22	31	67	27	21	201	20	7	74	59	658
7:30-7:45	30	115	19	43	84	24	23	215	22	12	75	61	723
7:45-8:00	26	153	30	40	98	26	28	241	33	15	77	78	847
8:00-8:15	23	138	30	34	82	38	38	219	23	17	72	64	725
8:15-8:30	23	146	35	44	100	38	38	203	32	11	60	68	824
8:30-8:45	26	150	38	52	112	42	42	213	43	14	89	68	856
8:45-9:00	27	164	27	58	143	47	57	227	56	18	100	67	987
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-9:00	99	455	91	139	299	102	94	845	87	38	269	242	2760
7:15-8:15	102	513	101	148	341	112	101	876	98	51	286	262	3003
7:30-8:30	108	553	114	161	374	123	116	880	110	55	304	271	3169
7:45-8:45	104	588	134	170	402	141	135	878	136	57	318	278	3341
8:00-9:00	105	599	131	186	447	160	164	864	159	58	341	267	3481



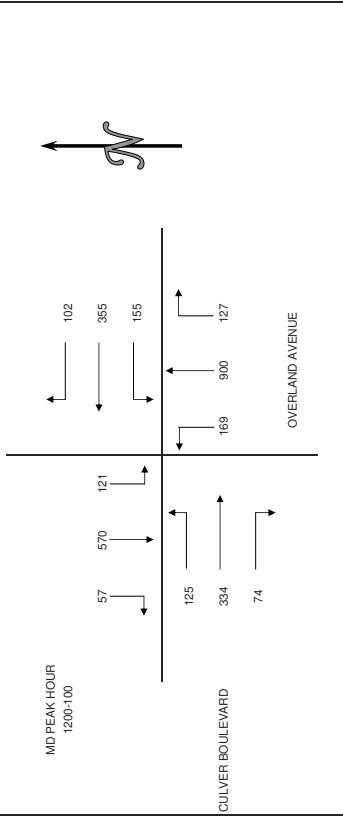
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W CULVER BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	19	140	32	27	71	21	20	171	26	15	60	29	631
11:15-11:30	24	142	30	30	78	23	16	161	27	13	77	32	653
11:30-11:45	27	136	31	31	99	33	25	163	30	17	87	42	721
11:45-12:00	20	144	28	26	92	36	20	172	31	11	79	43	702
12:00-12:15	18	137	34	23	86	31	26	194	34	17	78	37	723
12:15-12:30	10	138	33	21	87	36	23	211	35	18	82	29	730
12:30-12:45	17	143	30	27	84	40	34	231	42	21	91	31	791
12:45-1:00	14	152	24	31	88	48	41	264	54	18	83	28	845
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	90	582	121	114	340	113	81	667	114	56	303	146	2707
11:15-12:15	87	559	123	110	365	123	87	690	122	58	321	154	2799
11:30-12:30	73	555	126	101	374	136	97	740	134	63	326	151	2876
11:45-12:45	63	582	125	97	359	143	106	808	146	67	330	140	2946
12:00-1:00	57	570	121	102	355	155	127	900	188	74	334	125	3089



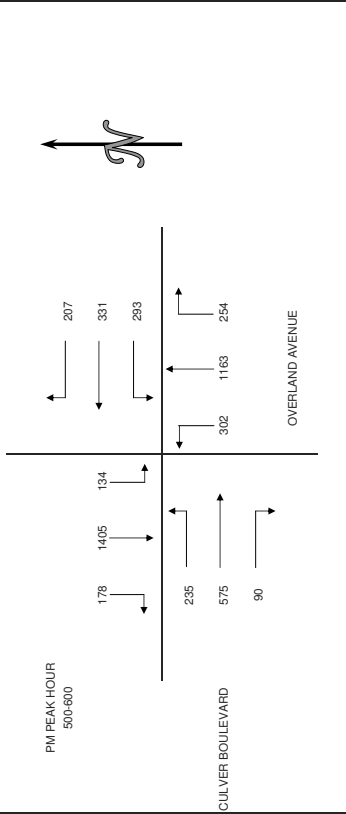
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W CULVER BOULEVARD

PERIOD	1		2		3		4		5		6		7		8		9		10		11		12		TOTAL
	SBRT	SBTH	SBTH	SBTH	SBLT	SBRT	WBRT	WBRT	WBTH	WBTH	WBTL	NBRT	NBTH	NBTH	NBTL	NBTL	EBRT	EBTH	EBTH	EBTL	EBTL	EBTL	EBTL	EBTL	
400-415	38	234	35	38	34	36	28	27	31	28	27	31	28	27	31	28	27	31	28	27	31	28	27	31	937
415-430	53	257	32	32	42	32	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	31	28	983
430-445	63	275	30	28	30	28	29	31	31	29	31	29	31	29	31	29	31	29	31	29	31	29	31	29	1044
445-500	53	306	30	26	32	32	32	31	32	31	31	32	31	31	32	31	31	32	31	31	32	31	31	32	1120
500-515	49	323	33	35	34	63	42	29	62	42	29	62	42	29	62	42	29	62	42	29	62	42	29	62	1188
515-530	42	348	31	48	31	72	77	71	63	53	27	73	71	63	53	27	73	71	63	53	27	73	71	63	1249
530-545	41	379	39	51	85	81	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	1366
545-600	46	355	31	73	95	72	71	307	85	22	157	58	1372												1372
HOUR TOTALS																									
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL												
400-500	207	1072	127	124	197	172	122	1161	166	68	450	218	4084												
415-515	218	1181	125	121	237	199	136	1188	192	70	464	225	4336												
430-530	207	1252	124	137	272	244	158	1174	293	73	494	229	4593												
445-545	185	1356	133	160	308	274	215	1167	270	82	532	233	4915												
500-600	178	1405	134	207	331	293	254	1163	302	90	575	235	5167												



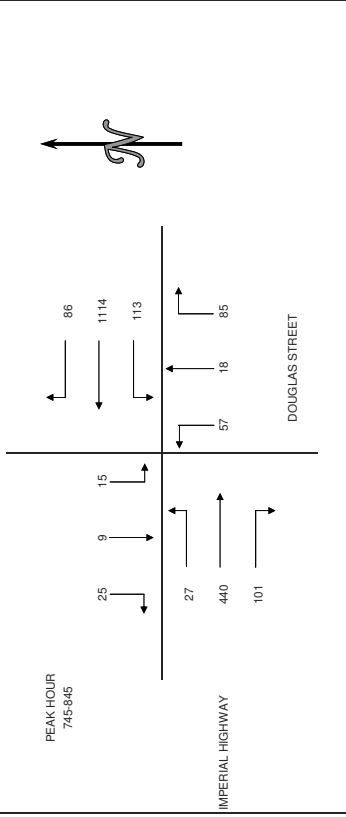
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S DOUGLAS STREET
 E/W IMPERIAL HIGHWAY

PERIOD	1		2		3		4		5		6		7		8		9		10		11		12		TOTAL
	SBRT	SBTH	SBTH	SBTH	SBLT	SBRT	WBRT	WBRT	WBTH	WBTH	WBTL	NBRT	NBTH	NBTH	NBTL	NBTL	EBRT	EBTH	EBTH	EBTL	EBTL	EBTL	EBTL	EBTL	
700-715	2	0	6	12	188	22	15	3	7	17	90	6	366												
715-730	6	1	5	16	225	26	20	2	11	18	98	9	437												
730-745	3	1	4	15	258	24	18	6	18	25	99	4	475												
745-800	5	2	2	22	264	31	22	1	17	21	112	6	527												
800-815	9	1	4	20	311	30	17	3	18	30	106	7	566												
815-830	3	1	2	19	266	30	21	6	13	30	118	3	512												
830-845	8	5	7	23	253	22	23	8	9	20	104	9	495												
845-900	8	1	11	26	265	24	24	3	16	26	103	8	513												
HOUR TOTALS																									
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL												
700-800	16	4	17	65	955	103	75	12	53	81	399	27	1807												
715-815	23	5	15	73	1078	111	77	12	64	94	415	28	1995												
730-830	20	5	12	76	1119	115	78	16	65	106	435	22	2070												
745-845	25	9	15	86	1114	113	85	18	57	101	440	27	2080												
800-900	26	8	24	90	1095	106	87	20	56	106	431	27	2076												



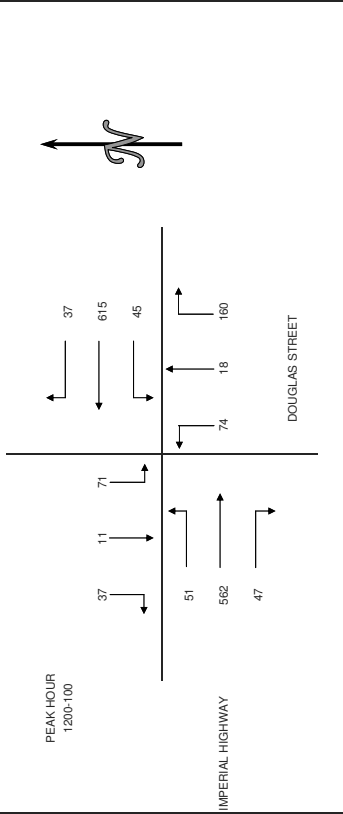
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S DOUGLAS STREET
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	6	5	19	8	136	5	29	3	17	13	106	17	364
11:15-11:30	7	2	15	10	130	6	25	4	21	10	125	10	365
11:30-11:45	9	2	19	6	130	9	40	4	21	10	137	15	402
11:45-12:00	13	4	14	9	149	7	36	2	17	10	131	13	405
12:00-12:15	10	2	21	10	154	11	47	5	18	11	139	14	442
12:15-12:30	8	5	20	4	159	4	45	6	19	11	127	16	422
12:30-12:45	11	2	18	10	148	16	34	4	17	10	136	9	420
12:45-1:00	8	2	12	13	154	12	38	3	20	15	157	12	444
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	35	13	67	33	545	27	130	13	76	43	499	55	1536
11:15-12:15	39	10	69	35	563	33	148	15	77	41	532	52	1614
11:30-12:30	40	13	74	29	592	31	166	17	75	42	534	58	1671
11:45-12:45	42	13	73	33	610	40	160	17	71	42	536	52	1689
12:00-1:00	37	11	71	37	615	46	160	18	74	47	562	51	1728



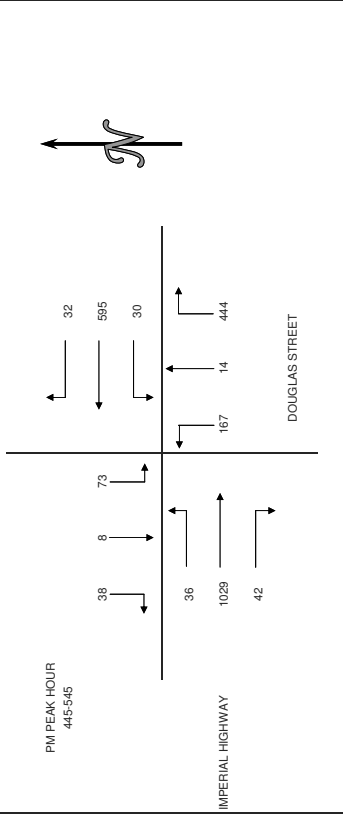
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DOUGLAS STREET
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	12	9	16	12	130	1	82	3	23	9	207	11	515
4:15-4:30	9	5	20	11	154	5	76	2	28	12	218	7	547
4:30-4:45	13	8	31	9	134	6	92	9	32	11	213	10	568
4:45-5:00	10	3	22	10	133	8	102	3	41	8	262	10	612
5:00-5:15	11	1	18	7	142	7	109	1	48	8	260	10	612
5:15-5:30	8	2	13	9	152	8	121	4	47	14	247	8	653
5:30-5:45	9	2	20	6	168	7	112	6	31	12	270	8	651
5:45-6:00	8	5	22	5	162	5	90	3	37	10	248	8	603
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	44	25	89	42	551	20	352	17	124	40	900	38	2242
4:15-5:15	43	17	91	37	563	26	379	15	149	39	943	37	2339
4:30-5:30	42	14	84	35	561	29	424	17	168	41	972	38	2455
4:45-5:45	38	8	73	32	595	30	444	14	167	42	1029	36	2508
5:00-6:00	36	10	73	27	624	27	432	14	163	44	1015	34	2499



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY, AUGUST 7, 2008
 Period: 7:00 AM TO 9:00 AM
 Intersection: NIS DUQUESNE AVENUE
 EW JEFFERSON BOULEVARD

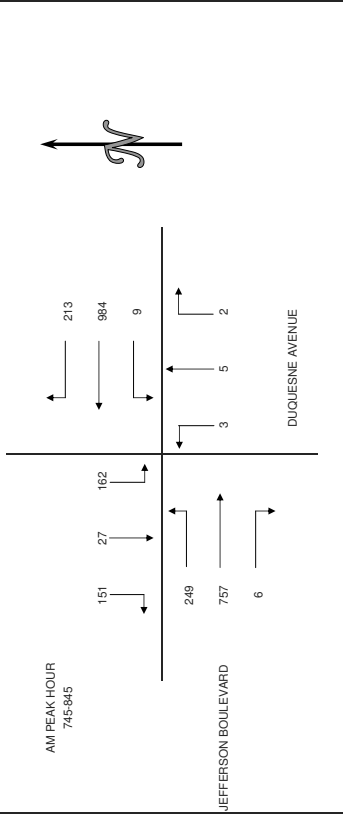
Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY, AUGUST 7, 2008
 Period: 11:00 AM TO 1:00 PM
 Intersection: NIS DUQUESNE AVENUE
 EW JEFFERSON BOULEVARD

WILTEC

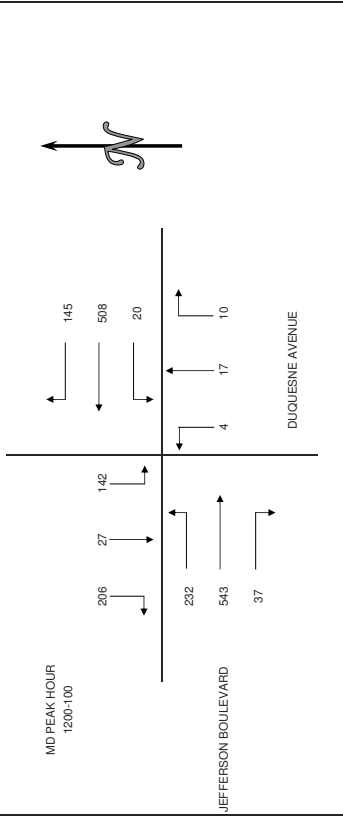
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY, AUGUST 7, 2008
 Period: 11:00 AM TO 1:00 PM
 Intersection: NIS DUQUESNE AVENUE
 EW JEFFERSON BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBRT	SBTH	WBRT	WBTH	WBRT	WBTH	NBRT	NBTH	EBRT	EBTH	EBLT	
7:00-7:15	33	4	24	35	160	0	1	3	0	1	38	28	387	
7:15-7:30	35	6	25	51	195	2	0	0	0	119	25	461		
7:30-7:45	42	3	24	64	233	2	0	1	2	1	127	37	536	
7:45-8:00	35	11	44	59	265	3	0	0	1	148	64	632		
8:00-8:15	38	5	35	51	238	4	0	0	1	2	171	72	606	
8:15-8:30	49	5	40	58	256	1	0	2	0	2	237	61	713	
8:30-8:45	31	6	43	44	234	1	1	3	0	1	201	52	617	
8:45-9:00	46	6	34	42	229	3	0	0	0	3	190	69	622	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
	SBRT	SBTH	WBRT	WBTH	WBRT	WBTH	NBRT	NBTH	EBRT	EBTH	EBLT			
7:00-8:00	145	24	117	209	853	7	5	4	3	492	154	2016		
7:15-8:15	148	25	128	225	922	11	4	1	4	565	198	2235		
7:30-8:30	162	24	143	233	963	10	1	3	5	683	234	2487		
7:45-8:45	151	27	162	213	984	9	2	5	3	6	757	249	2588	
8:00-9:00	162	22	152	196	948	8	1	5	2	8	799	254	2558	



15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBRT	SBTH	WBRT	WBTH	WBRT	WBTH	NBRT	NBTH	EBRT	EBTH	EBLT	
11:00-11:15	31	0	27	40	119	0	2	4	1	14	128	53	419	
11:15-11:30	41	5	46	46	162	3	1	2	0	2	129	63	500	
11:30-11:45	25	1	30	140	0	0	4	3	11	110	48	403		
11:45-12:00	30	6	27	39	154	8	0	8	4	2	118	64	460	
12:00-12:15	26	8	33	35	128	6	4	1	2	11	135	62	461	
12:15-12:30	22	4	34	36	139	5	0	1	2	1	123	47	460	
12:30-12:45	87	5	35	43	116	6	4	3	0	7	127	62	495	
12:45-1:00	71	10	40	31	125	3	2	12	0	18	152	61	525	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
	SBRT	SBTH	WBRT	WBTH	WBRT	WBTH	NBRT	NBTH	EBRT	EBTH	EBLT			
1:00-12:00	127	12	131	155	575	11	3	18	8	29	485	228	1782	
11:15-12:15	122	20	137	150	564	17	5	15	9	26	492	237	1814	
11:30-12:30	103	19	125	140	561	19	4	14	11	25	492	221	1734	
11:45-12:45	165	23	129	153	537	25	8	13	8	21	509	235	1826	
12:00-1:00	206	27	142	145	508	20	10	17	4	37	543	232	1891	



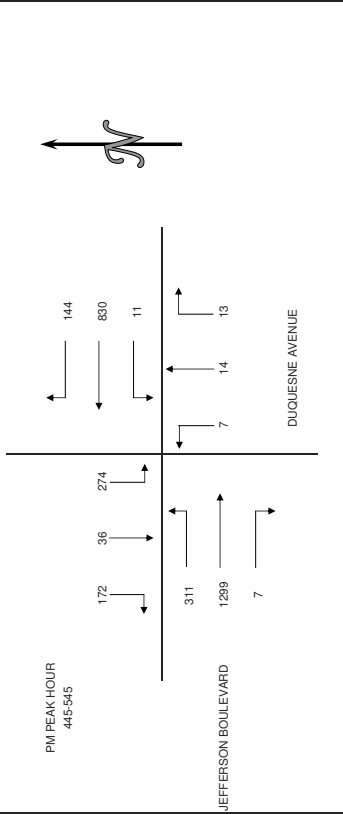
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DUQUESNE AVENUE
 E/W JEFFERSON BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12		
400-415	50	4	50	31	151	3	3	1	0	3	265	77	638	
415-430	39	4	45	39	167	2	1	0	1	3	223	61	585	
430-445	51	8	76	46	174	3	1	2	0	9	244	52	666	
445-500	51	5	67	31	186	5	0	3	1	0	297	71	717	
500-515	40	11	63	36	215	2	6	7	2	1	343	79	804	
515-530	39	11	73	47	229	2	5	1	3	3	354	69	858	
530-545	42	9	69	31	200	2	2	3	1	3	305	72	738	
545-600	35	9	58	27	189	3	1	7	4	6	241	55	645	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
400-500	191	21	238	147	678	13	5	6	2	15	1029	261	2606	
415-515	181	28	251	151	742	12	8	12	4	13	1107	263	2772	
430-530	181	35	281	159	804	12	12	13	6	13	1238	291	3045	
445-545	172	36	274	144	830	11	13	14	7	7	1299	311	3118	
500-600	156	40	265	140	843	9	14	18	10	13	1243	295	3046	



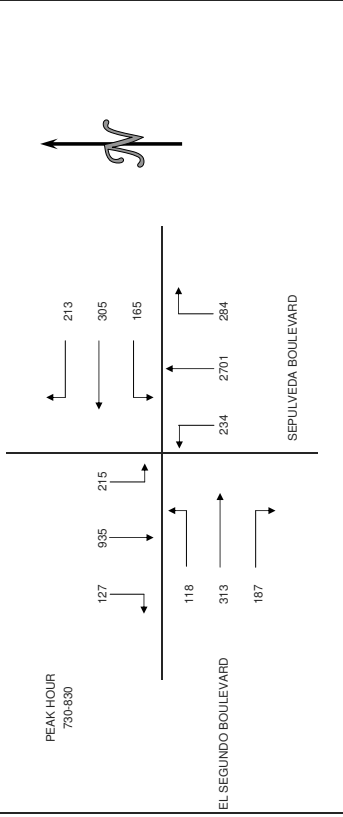
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 27, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W EL SEGUNDO BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12		
700-715	26	206	64	27	48	24	59	555	44	31	56	23	1163	
715-730	23	193	43	37	60	35	70	602	68	40	74	32	1271	
730-745	29	217	43	57	80	48	79	646	63	59	95	25	1441	
745-800	38	275	71	58	79	32	66	671	44	41	81	28	1484	
800-815	31	234	54	51	64	34	65	680	61	37	74	31	1426	
815-830	29	209	47	47	82	51	74	694	63	50	63	34	1469	
830-845	34	207	52	60	60	39	90	640	49	45	70	27	1373	
845-900	35	245	70	63	94	47	84	687	71	48	56	28	1526	
HOUR TOTALS														
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL	
700-800	116	891	221	179	267	139	274	2474	219	171	306	108	5365	
715-815	121	919	211	203	283	149	280	2609	236	177	324	116	5628	
730-830	127	935	215	213	305	165	284	2701	234	187	313	118	5797	
745-845	132	925	224	216	285	156	295	2695	220	173	288	120	5729	
800-900	129	895	223	221	300	171	313	2711	247	178	283	120	5771	



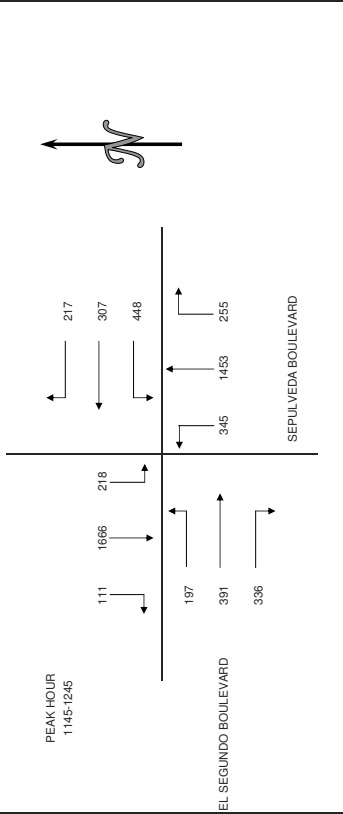
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY AUGUST 27, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W EL SEGUNDO BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	25	348	41	61	83	73	32	336	59	51	64	34	1207
11:15-11:30	30	342	43	42	79	86	37	328	51	67	65	34	1197
11:30-11:45	30	385	36	69	96	109	42	388	74	72	56	27	1383
11:45-12:00	28	442	60	58	83	116	58	367	78	65	77	47	1479
12:00-12:15	21	424	45	56	86	120	68	381	89	88	80	34	1488
12:15-12:30	33	412	66	50	86	103	48	357	76	85	105	54	1445
12:30-12:45	29	388	47	53	80	108	63	348	102	97	128	62	1527
12:45-1:00	45	342	66	62	76	80	77	388	87	78	106	48	1435
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
100-1200	113	1517	180	230	341	386	169	1419	282	255	262	142	5276
11:15-12:15	109	1583	184	225	344	433	205	1464	292	293	278	142	5562
11:30-12:30	112	1663	207	233	323	448	214	1493	317	311	327	162	5810
11:45-12:45	111	1666	218	217	307	448	255	1453	345	348	391	197	5944
12:00-1:00	128	1596	224	221	300	412	274	1454	364	348	420	198	5900



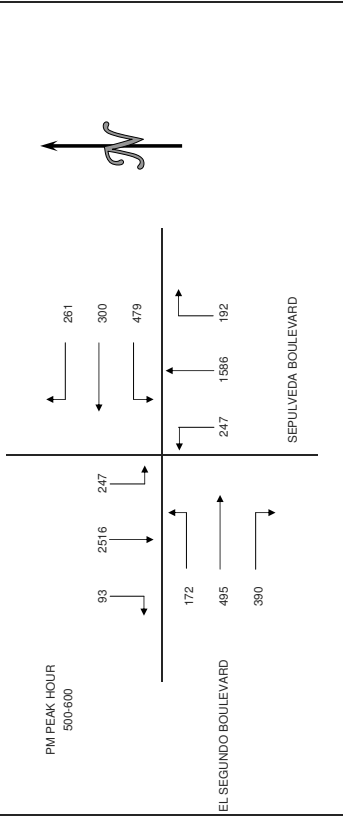
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY AUGUST 27, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W EL SEGUNDO BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
4:00-4:15	25	530	59	51	63	101	44	434	60	87	118	39	1611
4:15-4:30	18	497	41	62	62	83	45	400	58	53	97	23	1439
4:30-4:45	23	562	50	42	83	123	70	456	66	96	108	45	1724
4:45-5:00	17	575	49	47	85	105	46	400	48	85	94	38	1589
5:00-5:15	30	627	71	71	87	118	62	381	60	108	132	52	1869
5:15-5:30	21	566	54	76	81	124	37	362	70	88	110	48	1668
5:30-5:45	19	668	61	61	64	104	53	422	53	109	97	40	1751
5:45-6:00	23	625	61	53	68	133	40	421	64	85	96	31	1700
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT <td>NBTH</td> <td>NBTL</td> <td>EBRT</td> <td>EBTH</td> <td>EBTL</td> <td>TOTAL</td>	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
400-500	83	2164	199	202	293	412	205	1690	232	321	417	145	6363
4:15-5:15	88	2281	211	222	317	429	223	1637	232	342	491	158	6611
4:30-5:30	91	2360	224	236	336	470	215	1599	244	377	504	184	6840
4:45-5:45	87	2466	235	255	317	451	198	1565	231	390	493	179	6867
5:00-6:00	93	2516	247	261	300	479	192	1586	247	390	495	172	6978



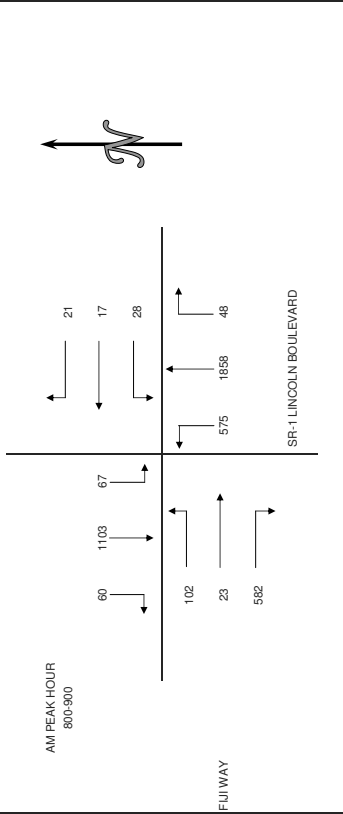
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW FUJ WAY

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
7:00-7:15	14	170	9	6	1	5	6	402	112	94	1	24
7:15-7:30	13	187	9	2	5	2	7	416	120	112	1	19
7:30-7:45	15	219	11	2	4	3	5	403	131	108	1	22
7:45-8:00	13	247	9	4	4	2	7	412	125	123	4	21
8:00-8:15	16	267	11	9	5	6	15	425	128	128	4	21
8:15-8:30	13	267	15	4	3	8	8	458	143	134	5	27
8:30-8:45	19	276	18	2	5	6	13	474	150	151	6	29
8:45-9:00	10	293	23	6	2	8	14	503	154	169	8	25
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	60	1103	67	21	17	26	48	1659	575	562	23	102



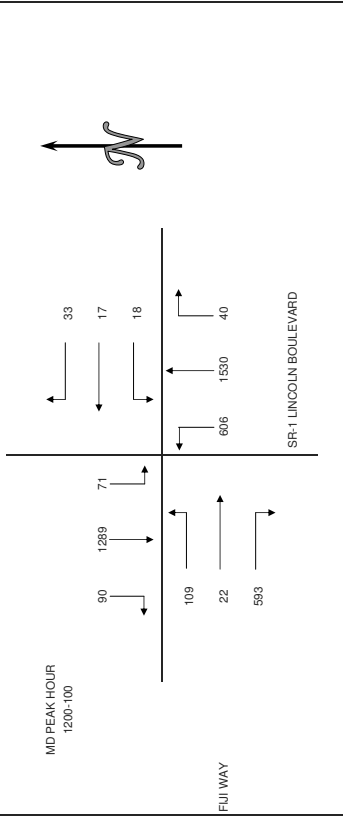
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW FUJ WAY

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
11:00-11:15	22	282	27	5	3	5	8	356	116	97	6	18
11:15-11:30	22	273	14	7	5	4	8	375	127	116	2	20
11:30-11:45	25	290	22	6	2	7	9	398	141	124	3	16
11:45-12:00	36	295	21	7	4	6	4	364	157	124	4	19
12:00-12:15	25	317	17	9	6	7	13	350	170	146	8	21
12:15-12:30	22	329	18	8	4	1	10	373	154	142	3	35
12:30-12:45	24	315	13	7	3	4	12	396	143	157	3	31
12:45-1:00	19	328	21	8	4	6	5	407	139	148	4	22
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	90	1289	71	33	17	18	40	1530	606	593	22	109



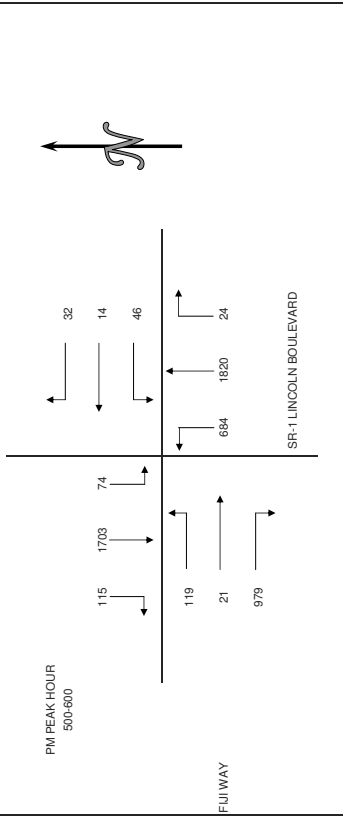
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW FUJIMAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	20	313	15	4	4	3	8	346	136	180	3	24	1056
4:15-4:30	24	329	9	4	5	4	5	365	134	187	7	28	1101
4:30-4:45	27	341	16	4	9	7	12	384	143	191	4	26	1154
4:45-5:00	23	382	11	2	4	12	422	158	202	9	31	1238	
5:00-5:15	31	398	16	11	2	8	10	437	174	233	4	29	1354
5:15-5:30	28	420	14	6	4	8	5	455	167	242	6	34	1369
5:30-5:45	33	435	24	9	2	16	4	462	183	249	3	29	1436
5:45-6:00	23	449	20	6	6	12	5	466	174	258	8	27	1452
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-5:00	94	1345	51	14	20	18	27	1517	571	760	23	109	4549
4:15-5:15	105	1431	52	21	18	23	29	1608	609	813	24	114	4847
4:30-5:30	109	1522	57	23	17	27	29	1698	642	868	23	120	5135
4:45-5:45	115	1616	65	28	10	36	31	1776	688	925	22	123	5417
5:00-6:00	115	1703	74	32	14	46	24	1820	684	979	21	119	5631



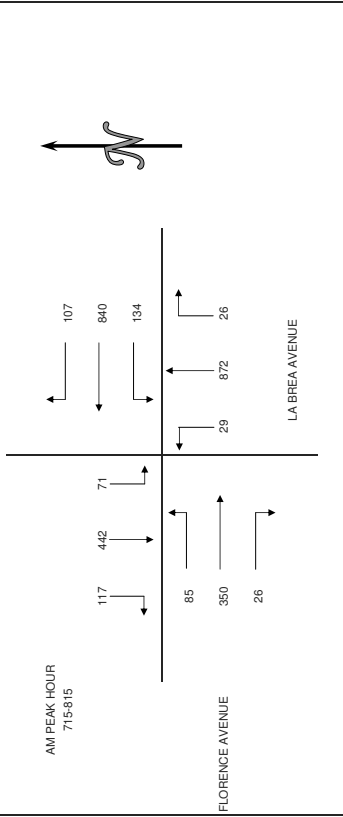
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS LA BREA AVENUE
 EW FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	22	84	21	28	173	24	5	204	2	2	56	14	633
7:15-7:30	25	91	18	22	208	37	6	211	6	6	77	17	724
7:30-7:45	32	100	17	31	201	41	5	230	4	6	93	22	782
7:45-8:00	40	129	16	32	224	29	9	231	8	8	97	27	850
8:00-8:15	20	129	20	29	207	27	6	200	11	6	83	19	743
8:15-8:30	22	121	23	24	165	28	5	198	9	4	72	14	668
8:30-8:45	19	105	27	32	139	26	5	206	9	11	78	14	671
8:45-9:00	17	103	32	21	102	19	6	197	6	11	78	10	602
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	119	404	72	111	806	131	25	876	20	22	323	80	2889
7:15-8:15	117	442	71	107	840	134	26	872	29	26	350	85	3099
7:30-8:30	114	472	78	109	797	126	25	857	32	24	345	82	3061
7:45-8:45	101	477	88	110	735	111	25	833	37	29	330	74	2950
8:00-9:00	78	451	104	98	613	101	22	798	35	32	311	57	2702



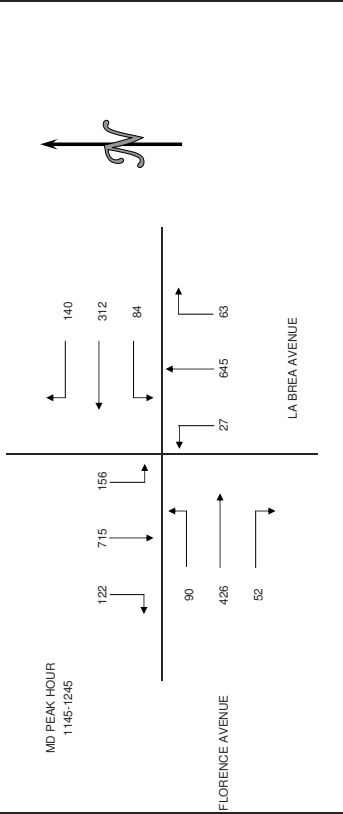
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LA BREA AVENUE
 E/W FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	33	156	35	49	85	33	14	165	4	12	95	21	702
11:15-11:30	21	153	40	34	79	20	17	165	5	21	115	26	696
11:30-11:45	22	165	35	48	60	22	12	154	4	14	99	15	650
11:45-12:00	32	183	47	41	85	23	15	152	4	17	107	22	728
12:00-12:15	37	180	34	36	76	19	18	172	7	11	100	23	713
12:15-12:30	30	172	45	37	66	24	17	158	10	9	108	21	713
12:30-12:45	23	160	30	26	65	16	13	163	6	15	113	24	678
12:45-1:00	32	155	49	40	81	20	18	164	3	15	100	19	694
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	108	657	157	172	309	98	58	636	17	64	416	84	2776
11:15-12:15	112	681	156	159	300	84	62	643	20	63	421	86	2787
11:30-12:30	121	700	161	162	307	86	62	634	25	51	412	81	2804
11:45-12:45	122	715	156	140	312	84	63	645	27	52	426	90	2832
12:00-1:00	122	687	158	138	308	81	64	657	26	50	419	87	2798



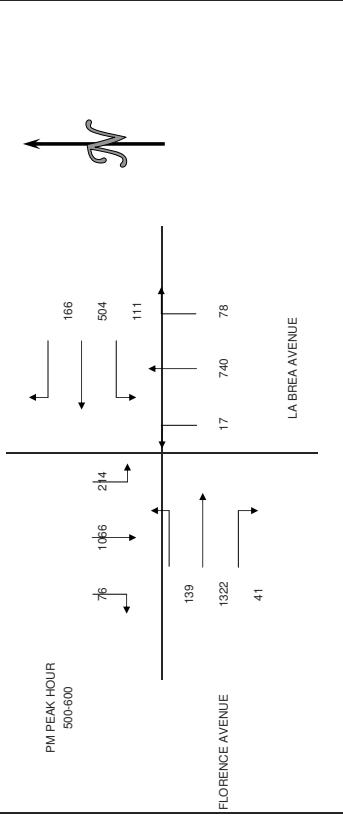
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA BREA AVENUE
 E/W FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-4:15	22	194	30	18	81	19	14	182	6	11	174	32	783
4:15-4:30	14	197	41	27	86	24	13	163	9	9	209	24	816
4:30-4:45	18	229	53	20	108	19	13	170	10	12	250	17	919
4:45-5:00	25	252	70	54	83	21	14	187	8	4	280	22	1020
5:00-5:15	18	271	54	41	97	19	25	174	6	8	378	31	1120
5:15-5:30	23	273	62	44	127	26	15	178	3	13	361	42	1178
5:30-5:45	16	253	47	36	134	25	22	190	3	12	304	40	1082
5:45-6:00	21	269	51	45	148	31	16	197	5	8	279	28	1094
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	79	872	194	119	358	83	54	702	33	36	913	95	3538
4:15-5:15	73	949	218	142	374	83	65	684	33	33	1117	94	3875
4:30-5:30	82	1025	239	159	415	95	67	710	27	37	1269	112	4237
4:45-5:45	80	1049	233	175	441	101	76	730	20	37	1323	135	4400
5:00-6:00	76	1066	214	166	504	111	78	740	17	41	1322	139	4474



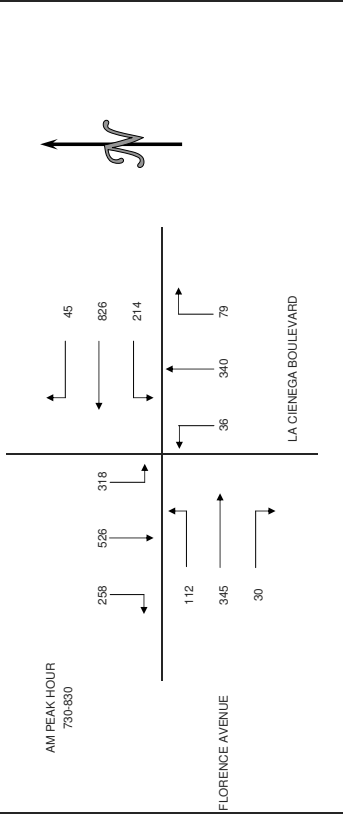
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-7:15	64	85	39	6	151	52	18	87	2	4	48	19	575
7:15-7:30	48	109	56	15	179	52	16	91	17	5	58	17	663
7:30-7:45	67	125	68	10	217	59	17	76	5	12	74	22	752
7:45-8:00	88	134	80	12	233	54	23	98	11	5	100	24	862
8:00-8:15	49	134	85	8	206	51	17	81	11	7	97	38	782
8:15-8:30	54	130	85	15	170	50	22	85	8	6	74	30	732
8:30-8:45	71	111	71	5	158	42	14	97	9	9	81	20	688
8:45-9:00	56	129	50	12	132	48	13	86	7	5	85	28	632
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-9:00	267	453	243	43	780	217	74	352	35	26	280	82	2852
7:15-8:15	252	502	289	45	835	214	73	346	44	29	329	99	3059
7:30-8:30	258	526	318	45	826	214	79	340	36	30	345	112	3129
7:45-8:45	262	512	321	40	767	197	78	361	40	27	352	110	3065
8:00-9:00	230	507	291	40	666	188	66	349	36	27	320	114	2835



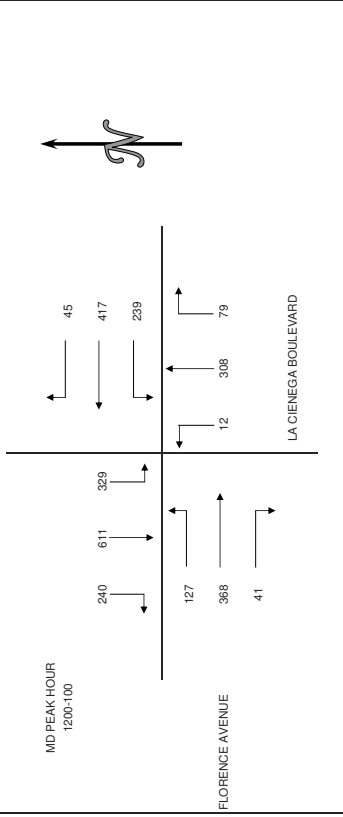
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	36	148	64	10	86	43	12	55	2	6	56	24	542
11:15-11:30	52	130	78	7	63	52	16	68	2	9	64	36	571
11:30-11:45	39	143	73	7	80	61	24	86	3	11	72	24	623
11:45-12:00	52	159	71	7	84	61	26	75	6	12	68	31	652
12:00-12:15	70	150	86	16	107	60	18	80	3	9	76	25	700
12:15-12:30	45	129	53	8	100	58	22	61	3	14	89	33	627
12:30-12:45	50	169	97	11	111	56	23	81	3	10	102	33	746
12:45-1:00	75	163	91	10	99	65	16	86	3	8	91	38	743
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT <td>NBTH</td> <td>NBTL</td> <td>EBRT</td> <td>EBTH</td> <td>EBTL</td> <td>TOTAL</td>	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-12:00	179	580	286	31	313	217	78	284	13	38	260	115	2384
11:15-12:15	213	582	308	37	334	234	84	309	14	41	280	116	2552
11:30-12:30	206	581	285	38	371	240	90	302	15	46	315	113	2602
11:45-12:45	217	607	309	42	402	235	89	297	15	45	345	122	2725
12:00-1:00	240	611	329	45	417	238	78	308	12	41	388	127	2816



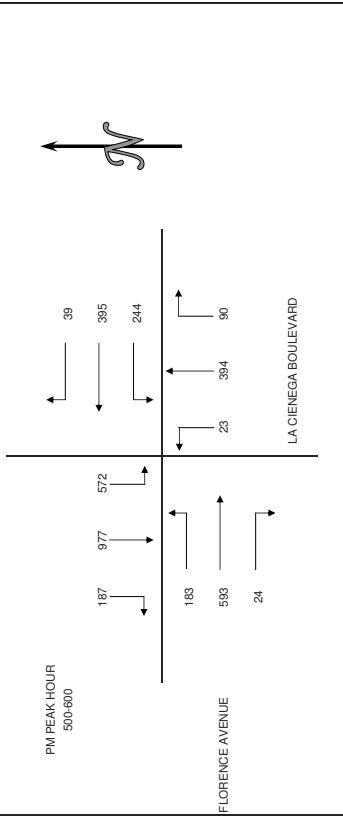
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W FLORENCE AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	56	223	98	5	92	59	20	100	8	15	108	32	816
415-430	43	215	122	15	94	94	4	9	94	4	162	30	863
430-445	69	222	134	12	96	59	31	87	5	14	148	25	902
445-500	49	231	130	11	94	56	28	88	5	4	161	39	896
500-515	38	224	125	15	97	66	23	98	4	6	139	45	880
515-530	48	261	162	8	104	72	24	103	5	8	101	43	1019
530-545	43	226	155	7	107	53	23	96	5	6	145	42	911
545-600	58	246	130	9	87	53	20	95	8	4	148	53	911
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	217	891	484	43	376	230	98	369	22	42	579	126	3471
415-515	199	892	511	53	381	237	101	367	18	33	610	139	3541
430-530	204	959	551	46	391	253	106	376	19	32	609	152	3697
445-545	178	982	572	41	402	247	98	387	20	24	606	169	3706
500-600	187	977	572	39	395	244	90	394	23	24	593	183	3721



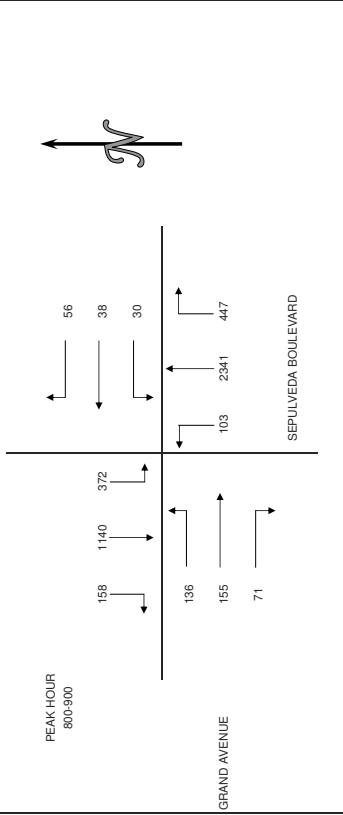
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: COMFERRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 27, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W GRAND AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	27	246	56	11	5	3	72	526	9	12	16	21	1004
715-730	32	279	51	9	5	5	86	581	25	14	24	22	1133
730-745	33	315	74	13	10	12	102	568	18	15	28	27	1216
745-800	47	335	93	20	10	10	104	544	27	11	31	30	1262
800-815	41	266	70	14	7	7	126	594	28	14	37	33	1234
815-830	45	300	103	12	11	8	105	566	24	12	33	32	1257
830-845	38	256	88	15	7	6	104	608	30	22	48	35	1268
845-900	34	318	105	15	13	9	112	575	21	23	37	36	1298
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	139	1175	274	53	30	30	364	2220	79	52	99	100	4615
715-815	153	1195	288	56	32	34	418	2285	98	54	120	112	4845
730-830	166	1216	346	59	38	37	437	2270	97	52	129	122	4989
745-845	171	1157	360	61	35	31	439	2310	109	59	149	130	5011
800-900	158	1140	372	56	38	30	447	2341	103	71	155	136	5047



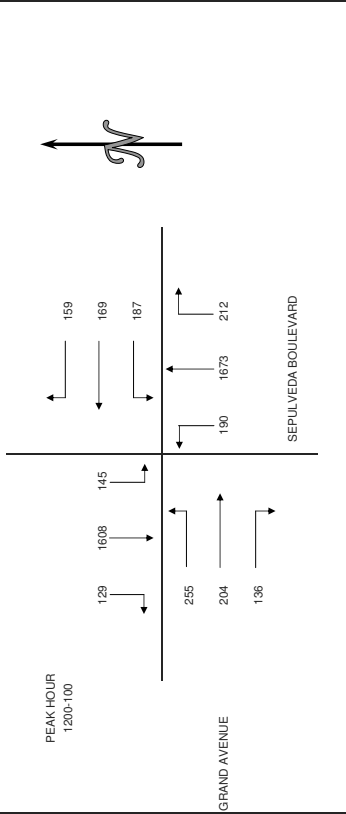
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY AUGUST 27, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W GRAND AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	33	344	38	44	30	33	27	373	33	35	18	32	1040
11:15-11:30	42	352	42	47	34	55	26	339	42	26	17	43	1063
11:30-11:45	51	344	29	29	51	56	34	357	38	20	30	40	1081
11:45-12:00	49	405	37	42	41	55	41	387	41	23	36	51	1206
12:00-12:15	35	390	24	38	53	68	46	416	50	44	51	67	1288
12:15-12:30	33	411	39	35	40	41	46	373	43	23	49	55	1222
12:30-12:45	30	443	44	52	38	41	47	416	52	31	49	59	1302
12:45-1:00	29	334	38	34	32	37	73	466	45	38	55	74	1255
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	175	1445	146	162	156	197	128	1456	154	104	101	166	4390
11:15-12:15	177	1491	132	156	185	232	147	1498	171	113	134	201	4638
11:30-12:30	170	1580	129	144	191	220	167	1535	172	110	166	213	4797
11:45-12:45	149	1679	144	167	178	203	180	1594	186	121	185	232	5018
12:00-1:00	129	1608	145	159	168	187	212	1673	190	136	204	255	5067



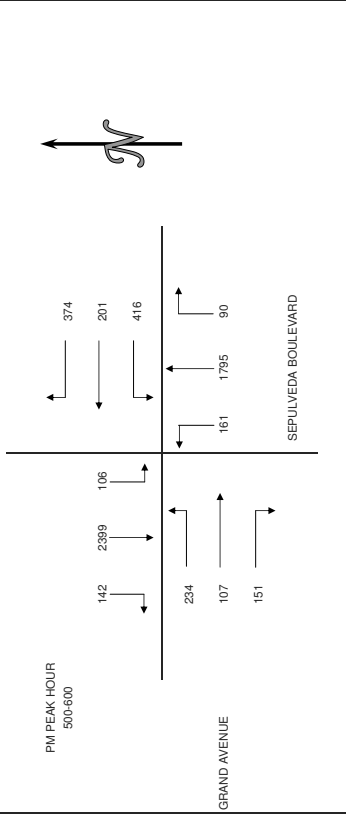
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY AUGUST 27, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W GRAND AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	39	478	25	67	25	53	19	430	29	33	23	51	1272
4:15-4:30	34	531	32	58	32	38	25	431	38	35	15	48	1317
4:30-4:45	28	550	19	58	21	50	34	425	42	38	17	61	1343
4:45-5:00	25	534	26	68	33	76	22	475	34	31	14	33	1371
5:00-5:15	31	571	25	94	56	102	27	458	31	41	24	83	1543
5:15-5:30	31	588	26	82	60	127	15	448	32	31	27	58	1552
5:30-5:45	45	636	32	112	44	106	23	485	45	41	33	43	1647
5:45-6:00	35	594	23	86	41	79	25	407	33	38	22	50	1434
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	126	2093	102	251	111	217	100	1761	143	137	69	193	5303
4:15-5:15	118	2186	102	278	142	266	108	1789	145	145	70	225	5574
4:30-5:30	115	2253	96	302	170	355	98	1803	159	141	82	235	5609
4:45-5:45	132	2339	109	356	193	413	87	1863	182	144	98	217	6113
5:00-6:00	142	2399	106	374	201	416	90	1795	161	151	107	234	6176



WILTEC

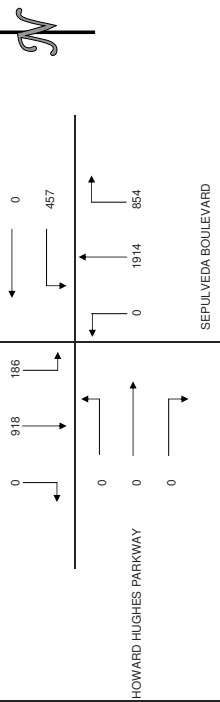
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W HOWARD HUGHES PARKWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	0	0	0	0	0	51	136	276	0	0	0	0	463
7:15-7:30	0	161	39	59	0	71	174	313	0	0	0	0	817
7:30-7:45	0	191	55	76	0	107	236	524	0	0	0	0	1189
7:45-8:00	0	203	33	86	0	122	209	457	0	0	0	0	1110
8:00-8:15	0	243	41	101	0	122	210	510	0	0	0	0	1226
8:15-8:30	0	224	55	73	0	108	208	438	0	0	0	0	1106
8:30-8:45	0	236	43	72	0	111	221	511	0	0	0	0	1194
8:45-9:00	0	216	47	77	0	118	215	458	0	0	0	0	1126
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-9:00	0	555	127	221	0	351	755	1570	0	0	0	0	3579
7:15-8:15	0	797	168	322	0	422	859	1804	0	0	0	0	4342
7:30-8:30	0	860	184	336	0	459	863	1929	0	0	0	0	4631
7:45-8:45	0	905	172	332	0	463	848	1916	0	0	0	0	4636
8:00-9:00	0	918	186	323	0	457	854	1914	0	0	0	0	4652

AM PEAK HOUR
8:00-9:00



WILTEC

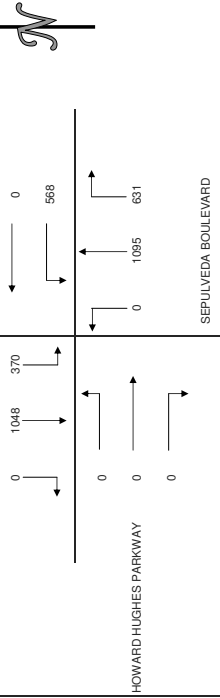
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W HOWARD HUGHES PARKWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	0	251	70	63	0	153	147	268	0	0	0	0	952
11:15-11:30	0	237	72	57	0	154	148	272	0	0	0	0	940
11:30-11:45	0	241	62	51	0	136	146	307	0	0	0	0	943
11:45-12:00	0	214	80	63	0	160	141	298	0	0	0	0	966
12:00-12:15	0	287	107	79	0	184	147	295	0	0	0	0	1049
12:15-12:30	0	259	81	55	0	148	168	272	0	0	0	0	884
12:30-12:45	0	245	89	44	0	126	165	265	0	0	0	0	934
12:45-1:00	0	257	93	55	0	129	151	293	0	0	0	0	978
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	0	943	284	234	0	603	582	1145	0	0	0	0	3781
11:15-12:15	0	979	321	250	0	614	582	1142	0	0	0	0	3888
11:30-12:30	0	1001	330	248	0	609	602	1142	0	0	0	0	3923
11:45-12:45	0	1005	357	241	0	599	621	1100	0	0	0	0	3923
12:00-1:00	0	1048	370	233	0	586	631	1095	0	0	0	0	3945

MID PEAK HOUR
12:00-1:00



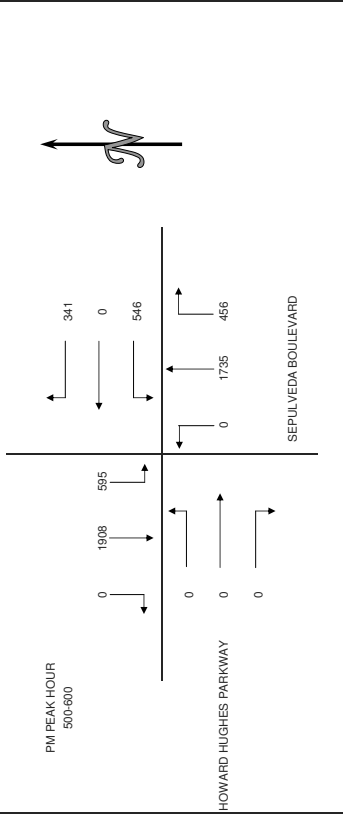
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W HOWARD HUGHES PARKWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	409	133	93	0	101	116	363	0	0	0	0	1215
415-430	0	392	145	104	0	109	130	371	0	0	0	0	1251
430-445	0	412	133	101	0	104	97	359	0	0	0	0	1206
445-500	0	413	128	98	0	108	102	365	0	0	0	0	1235
500-515	0	430	138	80	0	118	122	409	0	0	0	0	1288
515-530	0	467	153	84	0	138	113	350	0	0	0	0	1409
530-545	0	489	163	93	0	140	118	464	0	0	0	0	1497
545-600	0	512	120	84	0	152	108	412	0	0	0	0	1398
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	1626	539	397	0	422	445	1478	0	0	0	0	4907
415-515	0	1647	545	384	0	439	451	1524	0	0	0	0	4980
430-530	0	1722	553	384	0	466	431	1603	0	0	0	0	5139
445-545	0	1809	603	356	0	502	452	1708	0	0	0	0	5430
500-600	0	1908	595	341	0	546	456	1735	0	0	0	0	5581



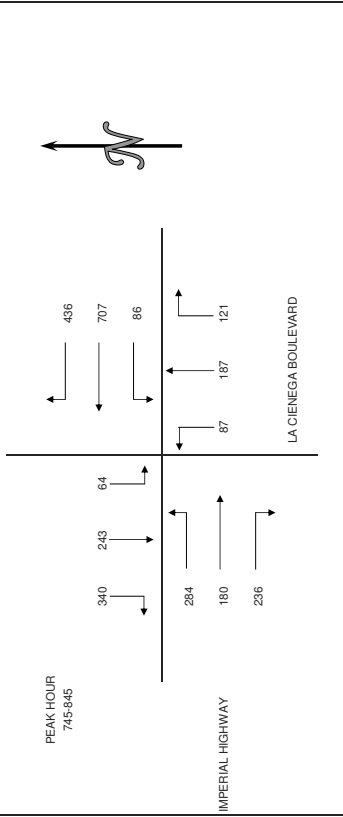
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 31, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	44	29	20	85	149	10	31	44	19	45	47	46	569
715-730	60	34	12	92	176	12	34	42	21	39	40	53	615
730-745	73	41	12	105	183	17	28	48	13	42	40	64	666
745-800	90	56	15	133	208	19	23	52	28	63	44	60	791
800-815	83	64	20	107	181	28	37	43	16	56	53	76	774
815-830	87	65	14	94	152	17	27	47	22	57	51	77	690
830-845	70	58	15	102	166	22	34	48	21	60	52	71	716
845-900	78	54	10	98	151	17	37	54	27	47	44	66	683
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	267	160	59	415	716	58	116	186	81	189	171	223	2641
715-815	316	195	59	437	748	76	122	185	78	200	177	253	2846
730-830	343	226	61	439	724	81	115	190	79	218	168	277	2921
745-845	340	243	64	436	707	86	121	187	87	236	180	284	2971
800-900	328	241	59	401	650	84	135	183	86	220	180	290	2863



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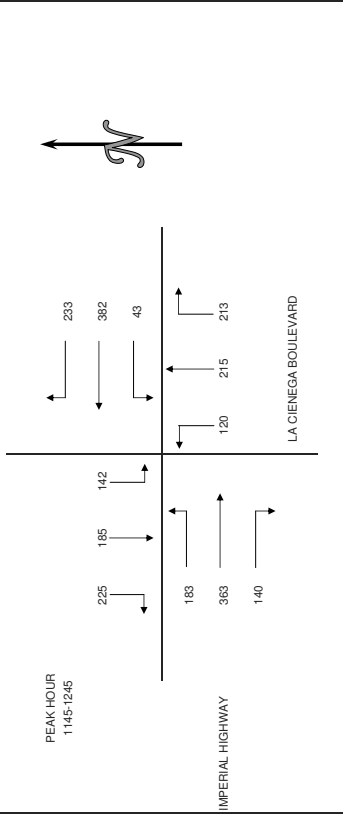
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

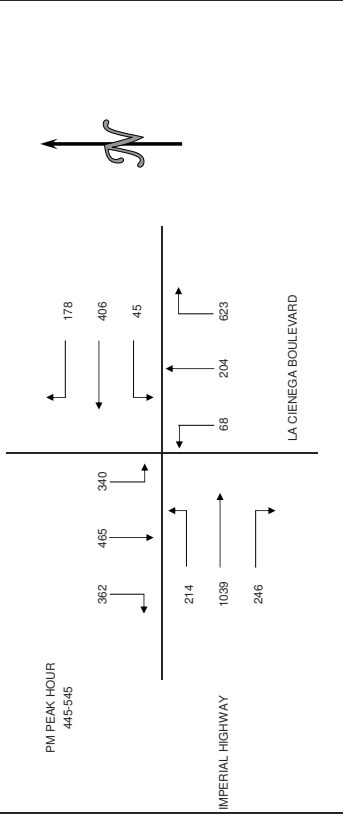
CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 31, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	67	40	31	51	78	5	36	44	25	24	77	41	519
11:15-11:30	55	52	27	49	95	10	38	49	33	39	74	50	571
11:30-11:45	68	50	24	49	87	11	41	46	25	39	90	57	587
11:45-12:00	66	52	29	55	98	6	53	55	31	34	80	52	611
12:00-12:15	52	40	34	52	90	6	68	55	36	28	94	41	598
12:15-12:30	53	47	44	52	101	18	49	51	23	34	89	51	612
12:30-12:45	54	46	35	74	83	15	43	54	23	44	100	39	625
12:45-1:00	61	56	26	67	99	19	48	41	18	28	91	42	596
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	256	194	111	204	358	32	168	194	114	136	321	200	2288
11:15-12:15	241	194	114	205	370	33	200	205	125	140	338	200	2385
11:30-12:30	239	189	131	208	376	39	211	207	117	135	353	201	2406
11:45-12:45	225	185	142	233	382	43	213	215	120	140	363	183	2444
12:00-1:00	220	189	139	245	383	56	208	201	107	134	374	173	2429



CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 31, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	81	83	72	54	97	8	115	86	32	45	186	54	913
4:15-4:30	73	99	69	47	91	11	133	69	24	35	210	46	907
4:30-4:45	84	116	81	60	95	13	144	55	21	44	232	50	985
4:45-5:00	79	102	73	42	94	10	136	45	20	56	286	50	983
5:00-5:15	90	118	87	44	108	10	150	55	21	60	288	43	1024
5:15-5:30	86	133	80	47	101	13	171	48	13	73	282	57	1100
5:30-5:45	97	112	84	45	103	12	166	56	14	57	283	64	1073
5:45-6:00	91	97	90	49	97	12	143	42	9	41	215	55	941
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-5:00	317	400	295	203	377	42	528	255	97	180	914	200	3808
4:15-5:15	326	435	310	193	368	44	563	224	86	195	966	189	3919
4:30-5:30	349	469	337	193	398	46	601	203	75	233	1008	200	4112
4:45-5:45	362	465	340	178	406	45	623	204	68	246	1039	214	4190
5:00-6:00	374	460	357	185	408	47	630	201	57	231	988	219	4198



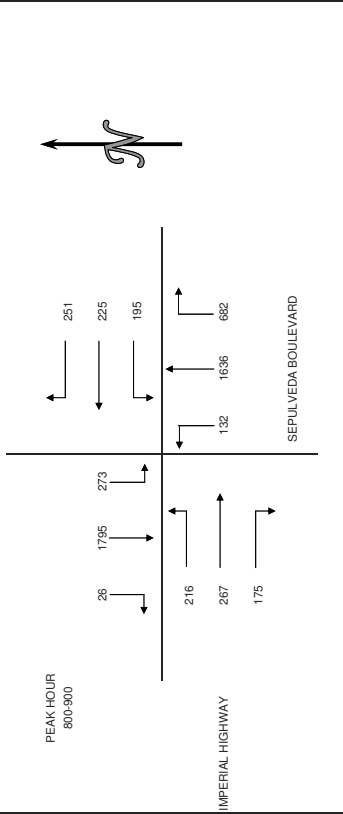
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
7:00-7:15	6	385	48	62	33	41	167	336	29	34	44	32	1217
7:15-7:30	5	466	40	70	38	57	154	373	28	28	66	33	1388
7:30-7:45	11	496	53	60	46	54	163	330	25	26	71	53	1388
7:45-8:00	6	513	64	62	60	59	166	354	20	44	62	57	1487
8:00-8:15	2	461	78	59	45	48	154	372	26	40	69	61	1410
8:15-8:30	3	422	62	70	60	46	183	413	42	54	61	54	1469
8:30-8:45	8	441	57	50	54	56	180	443	32	37	70	41	1468
8:45-9:00	8	471	76	72	66	51	185	408	32	44	73	60	1526
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
7:00-8:00	28	1860	205	254	177	211	650	1393	102	132	263	175	5450
7:15-8:15	24	1936	235	251	189	219	637	1429	99	138	282	204	5643
7:30-8:30	27	1892	257	251	211	202	666	1469	113	164	277	225	5754
7:45-8:45	24	1837	261	241	219	203	683	1582	120	175	276	213	5934
8:00-9:00	26	1795	273	251	225	195	662	1636	132	175	267	216	5673



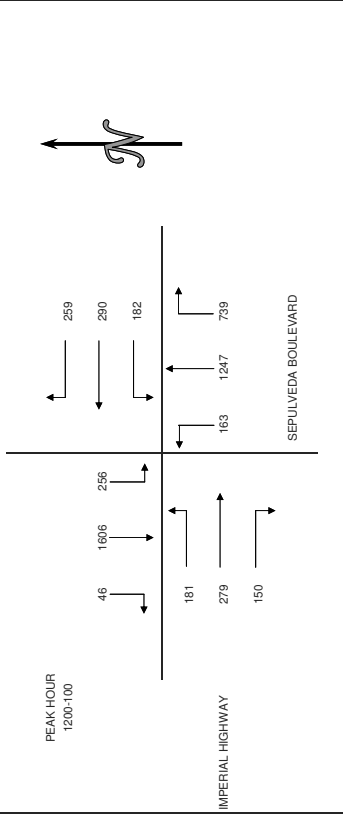
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	14	371	50	61	34	49	152	262	25	38	53	44	1153
11:15-11:30	11	412	65	59	54	52	189	322	24	33	65	38	1324
11:30-11:45	11	382	76	71	48	74	176	294	40	41	65	43	1321
11:45-12:00	10	415	62	63	62	60	191	312	31	40	51	36	1333
12:00-12:15	11	388	50	73	75	47	174	308	38	48	64	37	1324
12:15-12:30	8	365	50	72	62	48	162	312	40	34	68	52	1320
12:30-12:45	16	428	70	52	62	43	167	342	42	27	57	48	1374
12:45-1:00	11	414	80	62	71	43	196	285	43	41	90	44	1380
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
11:00-12:00	46	1800	253	254	198	235	708	1190	120	152	234	161	5181
11:15-12:15	43	1608	253	266	239	233	730	1236	133	162	245	154	5021
11:30-12:30	40	1561	244	279	267	230	723	1226	149	163	248	168	5088
11:45-12:45	45	1607	238	260	261	196	734	1274	151	149	240	173	5361
12:00-1:00	46	1606	256	259	260	182	738	1247	163	150	279	181	5368



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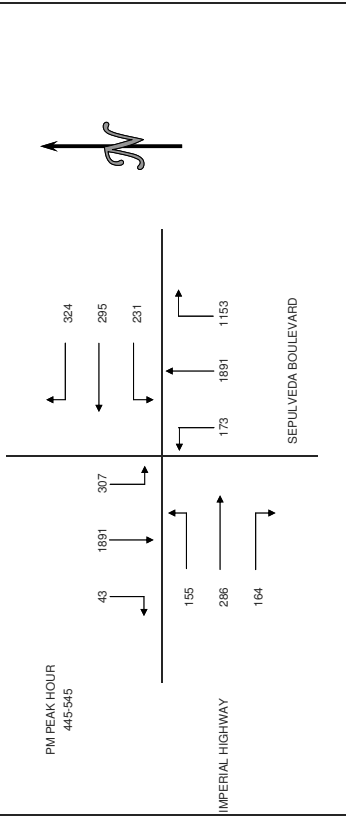
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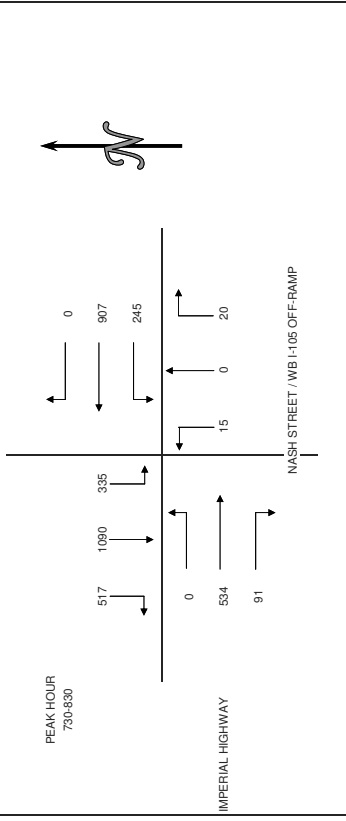
CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W IMPERIAL HIGHWAY

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S NASH STREET / WB I-105 OFF-RAMP
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	11	389	59	59	64	53	285	396	39	39	50	64	28	1478
415-430	7	404	67	66	56	57	240	353	37	39	69	69	35	1470
430-445	7	414	68	83	65	44	254	428	44	48	67	40	40	1562
445-500	12	428	77	74	69	53	290	456	49	39	79	79	44	1670
500-515	7	483	75	83	81	58	294	438	38	51	61	61	37	1722
515-530	12	495	87	87	75	67	302	514	43	38	69	69	42	1831
530-545	12	486	88	80	70	53	287	486	43	36	57	57	32	1690
545-600	8	447	82	93	91	62	285	435	44	50	62	62	35	1654
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	37	1635	271	282	254	207	1050	1673	169	176	279	147	147	6180
415-515	33	1728	287	306	271	212	1078	1712	168	177	296	156	156	6424
430-530	38	1819	307	327	290	222	1140	1833	174	176	296	163	163	6785
445-545	43	1891	307	324	295	231	1153	1891	173	164	286	155	155	6913
500-600	39	1910	292	343	317	240	1128	1870	188	175	268	146	146	6897



15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	127	235	69	0	171	35	6	0	3	20	107	0	773	
715-730	146	257	63	0	184	45	4	0	1	21	105	0	827	
730-745	127	276	86	0	208	56	6	0	5	22	125	0	911	
745-800	117	290	80	0	231	67	5	0	1	27	151	0	949	
800-815	127	278	92	0	223	66	5	0	2	21	135	0	869	
815-830	146	246	77	0	245	56	4	0	2	21	123	0	825	
830-845	126	234	85	0	219	65	3	0	2	24	132	0	890	
845-900	111	248	93	0	201	57	9	0	3	30	144	0	894	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	517	1058	298	0	794	203	21	0	10	90	489	0	3480	
715-815	517	1101	321	0	846	234	20	0	9	91	517	0	3656	
730-830	517	1090	335	0	907	245	20	0	15	91	534	0	3754	
745-845	516	1048	334	0	918	254	17	0	12	93	541	0	3733	
800-900	510	1004	347	0	868	244	21	0	14	96	534	0	3658	



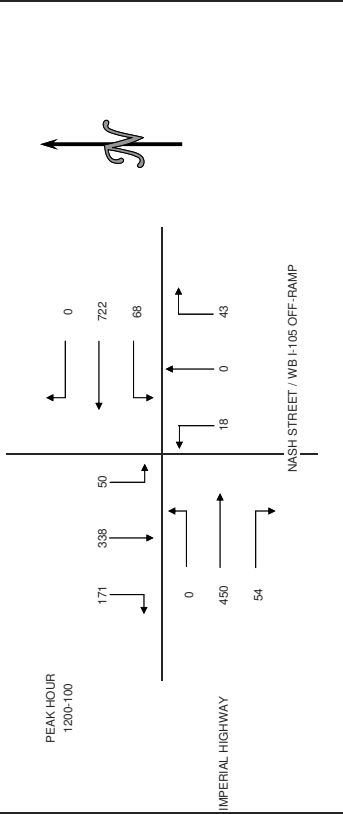
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S NASH STREET / WB I-105 OFF-RAMP
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	45	80	13	0	171	18	10	0	4	8	84	0	433
1115-1130	40	74	13	0	179	18	6	0	2	11	88	0	431
1130-1145	48	79	8	0	189	8	8	0	1	9	99	0	449
1145-1200	51	83	14	0	190	12	10	0	7	11	116	0	494
1200-1215	40	79	17	0	201	18	11	0	6	13	106	0	482
1215-1230	34	84	6	0	181	15	7	0	3	13	101	0	444
1230-1245	41	90	10	0	185	17	12	0	4	14	116	0	469
1245-1300	58	85	17	0	175	17	13	0	5	14	127	0	509
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	184	316	48	0	729	56	34	0	14	39	387	0	1807
1115-1215	179	315	52	0	759	57	35	0	16	44	409	0	1866
1130-1230	173	325	45	0	761	54	36	0	17	46	422	0	1879
1145-1245	166	336	47	0	737	63	40	0	20	51	439	0	1899
1200-1300	171	338	50	0	722	66	43	0	18	54	450	0	1914



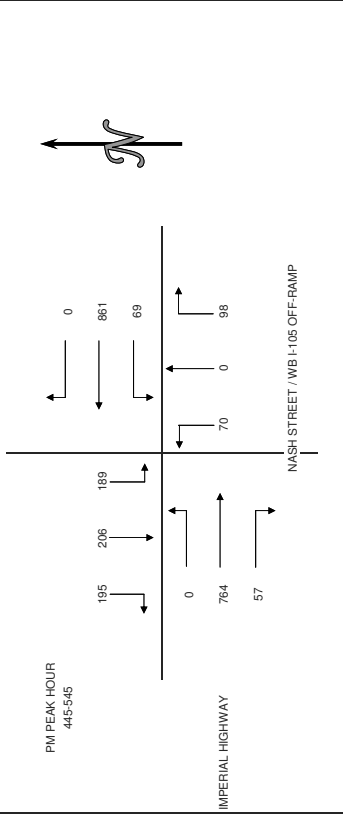
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

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 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S NASH STREET / WB I-105 OFF-RAMP
 E/W IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	52	35	31	0	178	11	26	0	8	16	183	0	540
415-430	42	37	27	0	184	16	21	0	14	15	181	0	537
430-445	42	36	33	0	200	11	20	0	16	14	195	0	567
445-500	55	47	43	0	218	20	27	0	20	15	187	0	632
500-515	52	49	41	0	227	11	26	0	13	15	188	0	623
515-530	42	57	55	0	203	17	20	0	23	10	189	0	656
530-545	46	53	50	0	213	21	23	0	14	17	189	0	628
545-600	48	56	43	0	220	20	16	0	18	12	183	0	614
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	191	155	134	0	780	58	94	0	58	60	746	0	2276
415-515	191	189	144	0	829	56	94	0	63	59	752	0	2359
430-530	191	189	172	0	848	59	93	0	72	54	770	0	2448
445-545	195	206	189	0	861	69	98	0	70	57	764	0	2509
500-600	186	215	189	0	863	66	87	0	68	54	760	0	2481



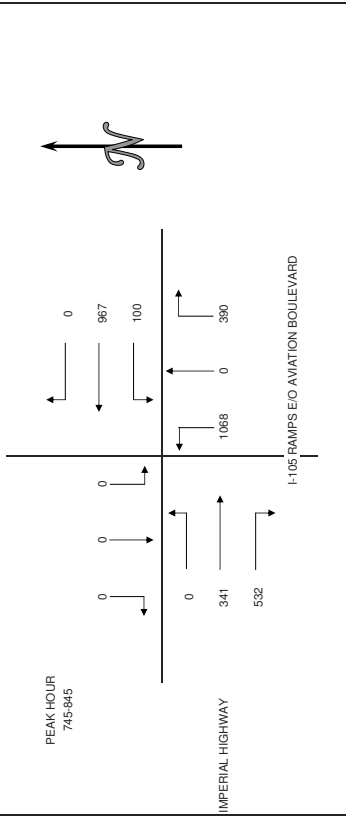
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 31, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S I-105 RAMPS E/O AVIATION BOULEVARD
 EW IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	223	11	75	0	250	70	45	0	674
715-730	0	0	0	0	243	17	93	0	239	81	55	0	728
730-745	0	0	0	0	293	26	105	0	264	99	55	0	832
745-800	0	0	0	0	273	16	93	0	263	119	85	0	871
800-815	0	0	0	0	238	24	88	0	241	153	64	0	811
815-830	0	0	0	0	222	27	107	0	254	142	57	0	839
830-845	0	0	0	0	233	31	102	0	230	116	105	0	877
845-900	0	0	0	0	209	28	120	0	223	127	121	0	828
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	1022	72	366	0	1036	369	240	0	3105
715-815	0	0	0	0	1038	85	379	0	1027	454	259	0	3242
730-830	0	0	0	0	1017	95	393	0	1042	515	291	0	3353
745-845	0	0	0	0	967	100	390	0	1068	532	341	0	3398
800-900	0	0	0	0	903	110	417	0	1008	540	377	0	3355



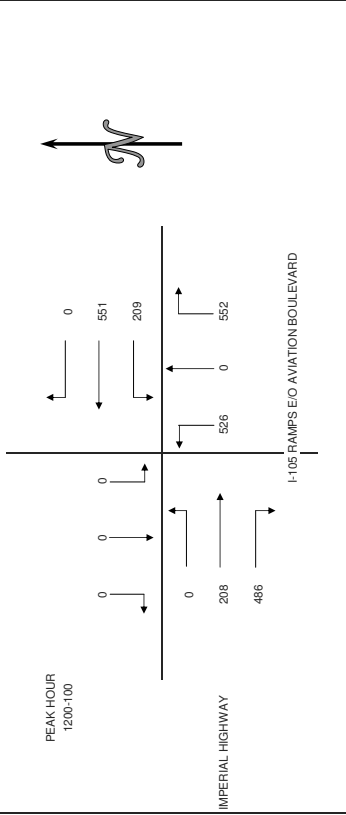
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 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 31, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S I-105 RAMPS E/O AVIATION BOULEVARD
 EW IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	0	125	56	140	0	100	152	39	0	614
1115-1130	0	0	0	0	113	59	131	0	116	137	35	0	590
1130-1145	0	0	0	0	137	55	127	0	128	142	55	0	644
1145-1200	0	0	0	0	125	59	122	0	116	131	60	0	613
1200-1215	0	0	0	0	133	49	126	0	132	126	43	0	609
1215-1230	0	0	0	0	123	64	138	0	123	113	49	0	622
1230-1245	0	0	0	0	139	40	153	0	117	130	82	0	641
1245-1300	0	0	0	0	153	56	137	0	149	111	54	0	660
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1200	0	0	0	0	500	230	520	0	480	562	189	0	2461
1115-1215	0	0	0	0	508	221	506	0	492	536	193	0	2456
1130-1230	0	0	0	0	521	227	511	0	504	518	207	0	2488
1145-1245	0	0	0	0	523	212	537	0	493	506	214	0	2485
1200-1300	0	0	0	0	551	209	552	0	526	486	208	0	2532



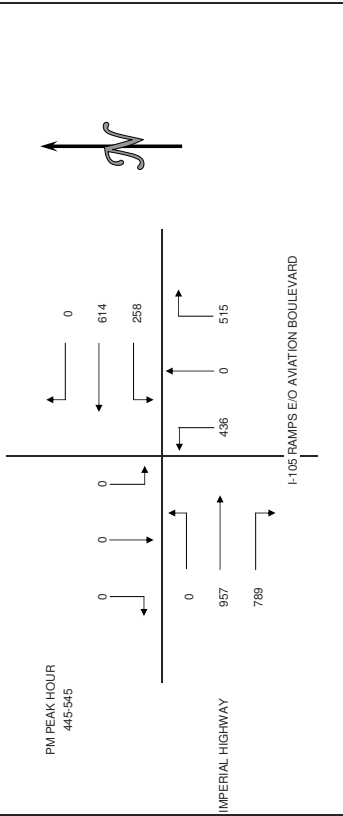
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 31, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS I-105 RAMP E/O AVIATION BOULEVARD
 EW IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	0	165	74	134	0	120	213	148	0	854
415-430	0	0	0	0	135	40	124	0	118	206	193	0	816
430-445	0	0	0	0	128	51	104	0	102	198	209	0	792
445-500	0	0	0	0	136	42	144	0	104	189	250	0	865
500-515	0	0	0	0	159	59	133	0	103	194	232	0	880
515-530	0	0	0	0	163	68	138	0	121	209	265	0	879
530-545	0	0	0	0	156	72	102	0	108	197	210	0	845
545-600	0	0	0	0	163	52	79	0	98	188	184	0	765
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	0	0	0	0	564	207	506	0	444	806	800	0	3327
415-515	0	0	0	0	538	192	505	0	427	767	884	0	3353
430-530	0	0	0	0	596	237	517	0	430	750	956	0	3516
445-545	0	0	0	0	614	258	515	0	436	789	957	0	3569
500-600	0	0	0	0	641	268	450	0	430	789	891	0	3469



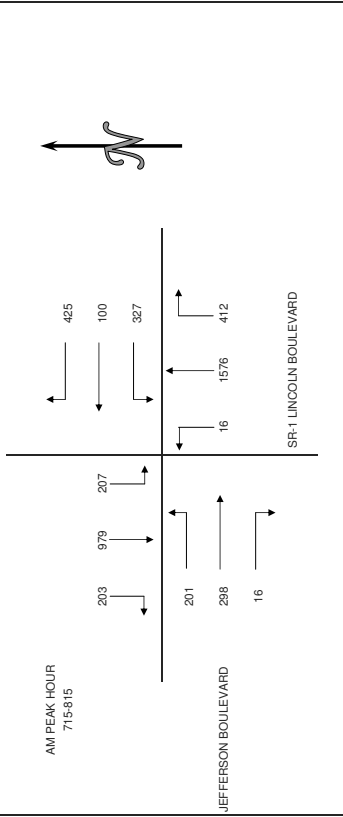
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: COMFEHRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW JEFFERSON BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	38	240	38	87	21	68	87	354	3	3	69	48	1056
715-730	46	248	46	91	30	73	97	415	4	7	78	49	1170
730-745	46	248	46	106	25	80	111	444	0	7	73	53	1237
745-800	51	231	63	118	22	83	96	387	3	3	66	42	1165
800-815	60	254	62	110	23	91	108	330	9	3	81	57	1188
815-830	56	252	57	114	19	98	101	333	5	4	69	46	1109
830-845	51	285	78	107	29	79	99	311	5	4	78	51	1173
845-900	47	273	75	112	24	86	105	290	1	8	85	24	1130
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	181	985	183	402	98	304	381	1600	10	16	286	192	4628
715-815	203	979	207	425	100	327	412	1576	16	16	298	201	4760
730-830	213	983	228	448	89	340	416	1496	17	17	285	197	4730
745-845	218	1022	260	449	93	335	404	1363	22	14	291	195	4666
800-900	214	1064	272	443	95	338	413	1266	20	19	310	177	4631



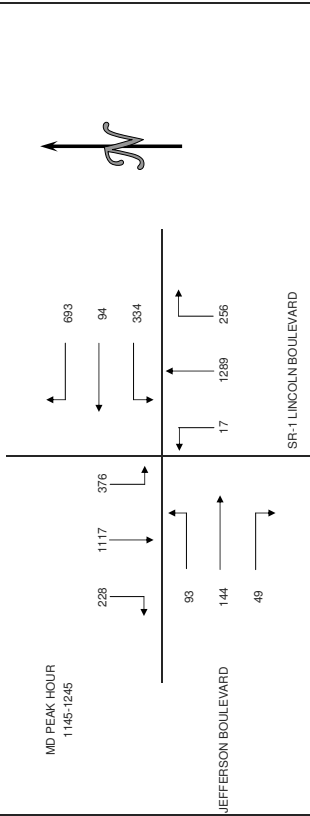
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW JEFFERSON BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	NBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBLT	
11:00-11:15	49	259	86	138	20	52	58	350	2	10	21	17	1062	
11:15-11:30	43	266	92	149	25	56	66	348	3	10	22	20	1100	
11:30-11:45	51	263	80	162	33	73	69	335	4	12	30	21	1133	
11:45-12:00	56	284	92	191	23	73	69	334	8	14	35	16	1195	
12:00-12:15	55	276	96	172	21	80	67	321	4	15	37	21	1170	
12:15-12:30	59	293	80	167	29	85	67	318	2	10	34	23	1172	
12:30-12:45	58	284	98	158	21	86	63	316	3	10	38	33	1148	
12:45-1:00	53	254	81	140	23	93	67	328	3	17	31	38	1128	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	NBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBLT	
11:00-12:00	199	1072	350	640	101	254	262	1367	17	46	108	74	4490	
11:15-12:15	205	1089	360	679	102	282	271	1338	19	51	124	78	4586	
11:30-12:30	221	1116	358	697	106	321	262	1308	18	51	136	81	4675	
11:45-12:45	228	1117	376	693	94	334	256	1289	17	49	144	93	4690	
12:00-1:00	225	1087	365	642	94	354	254	1283	12	52	140	115	4623	



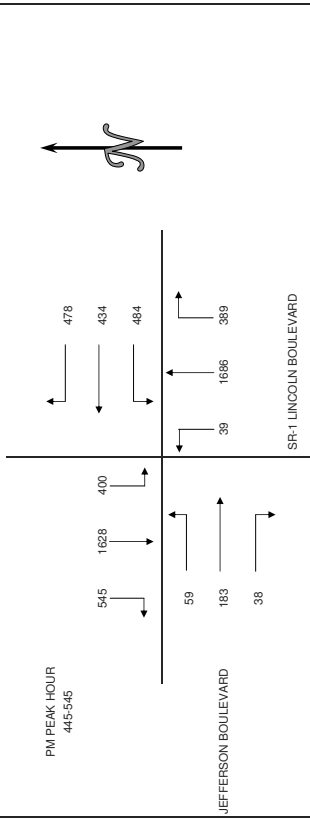
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW JEFFERSON BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	NBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBLT	
4:00-4:15	126	346	111	127	91	114	96	444	15	9	46	20	1545	
4:15-4:30	122	323	109	120	90	101	93	452	15	8	39	23	1494	
4:30-4:45	115	363	101	117	98	115	86	442	8	7	40	17	1509	
4:45-5:00	134	384	90	113	98	120	102	411	6	9	43	9	1529	
5:00-5:15	138	387	103	123	106	122	103	431	5	9	42	11	1588	
5:15-5:30	143	408	89	124	114	118	90	432	16	7	45	19	1620	
5:30-5:45	132	429	108	118	116	124	94	407	12	13	53	20	1626	
5:45-6:00	129	381	81	108	108	111	104	388	7	6	50	31	1500	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	NBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	EBLT	
4:00-5:00	497	1425	411	477	377	450	377	1749	44	33	188	69	6077	
4:15-5:15	507	1476	403	473	382	458	384	1736	34	33	184	60	6120	
4:30-5:30	528	1582	393	477	416	475	381	1721	35	32	170	56	6246	
4:45-5:45	545	1628	400	478	434	484	389	1866	39	38	183	59	6383	
5:00-6:00	540	1615	391	471	444	475	391	1861	40	35	190	81	6384	



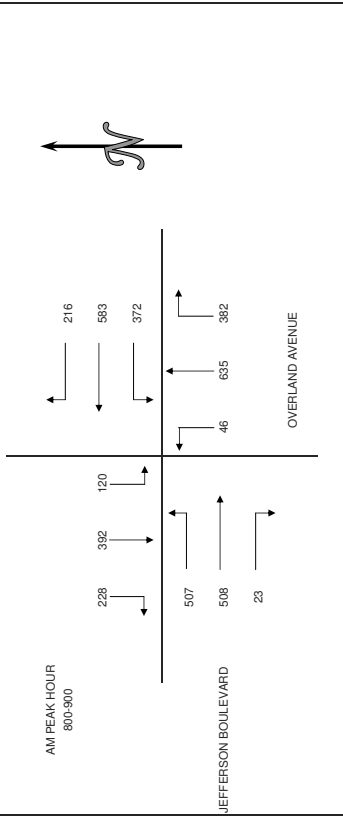
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W JEFFERSON BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	43	85	21	50	136	85	61	60	5	2	86	107	741
7:15-7:30	38	89	17	48	128	79	54	106	5	4	95	120	783
7:30-7:45	60	92	20	49	151	91	66	127	7	5	110	109	887
7:45-8:00	55	112	21	47	160	104	82	151	11	8	134	120	1005
8:00-8:15	50	98	28	61	143	98	87	153	12	9	120	134	985
8:15-8:30	43	93	23	48	146	91	102	163	13	8	126	123	868
8:30-8:45	60	105	38	63	156	93	97	147	13	4	116	116	1010
8:45-9:00	69	96	27	44	138	88	98	170	13	2	146	129	1019
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-8:00	196	378	79	194	575	359	263	444	28	19	425	456	3416
7:15-8:15	203	391	67	205	582	373	289	537	35	26	459	483	3670
7:30-8:30	214	395	96	203	600	385	337	596	38	30	490	491	3975
7:45-8:45	214	408	114	219	605	387	368	616	44	29	496	498	3988
8:00-9:00	228	392	120	216	583	372	362	635	46	23	508	507	4012



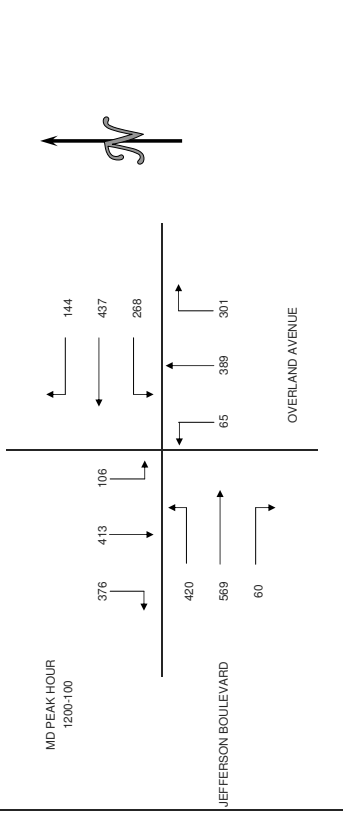
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W JEFFERSON BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	74	92	26	38	110	55	53	99	17	11	112	91	778
11:15-11:30	78	95	22	37	114	47	49	94	15	13	125	107	796
11:30-11:45	89	100	29	33	125	54	51	102	15	14	146	91	849
11:45-12:00	91	94	22	35	123	69	65	106	20	12	141	104	882
12:00-12:15	109	109	23	33	118	76	68	92	19	14	138	95	895
12:15-12:30	82	97	24	48	111	57	77	105	19	12	147	102	863
12:30-12:45	91	106	24	37	101	62	70	100	14	16	132	111	864
12:45-1:00	84	101	35	34	107	73	86	92	13	18	151	112	906
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	332	381	99	143	472	225	218	401	67	50	524	393	3305
11:15-12:15	367	398	96	138	460	246	233	394	69	53	551	397	3422
11:30-12:30	381	400	98	141	477	256	261	405	73	52	573	392	3509
11:45-12:45	383	406	93	145	453	284	280	403	72	54	569	412	3524
12:00-1:00	376	413	106	144	437	288	301	383	65	60	588	420	3548



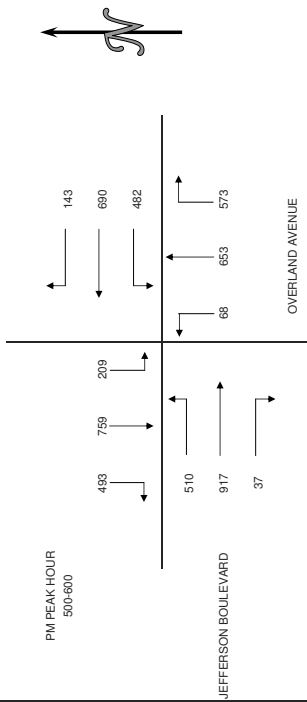
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OVERLAND AVENUE
 E/W JEFFERSON BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-715	104	96	4	31	49	23	25	328	5	5	51	52	773	
715-730	119	100	2	45	56	29	31	335	9	1	56	64	847	
730-745	112	129	4	39	69	24	30	385	6	2	59	75	938	
745-800	141	150	5	44	61	35	39	403	7	4	66	82	1043	
800-815	136	184	3	47	78	33	28	403	7	4	69	96	1095	
815-830	152	179	3	41	61	28	25	394	8	4	70	94	1079	
830-845	146	141	12	47	73	26	24	381	12	4	86	106	1038	
845-900	178	163	11	39	78	29	27	358	8	1	88	93	1049	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-415	102	152	47	31	138	80	91	126	17	9	141	114	1048	
415-430	114	165	39	27	142	77	99	140	13	14	186	139	1155	
430-445	113	171	48	26	152	92	100	157	19	8	188	130	1214	
445-500	126	164	37	22	160	100	130	164	13	8	207	131	1262	
500-515	119	185	40	35	178	115	142	151	20	11	211	121	1328	
515-530	120	193	55	38	174	124	155	168	17	7	224	124	1409	
530-545	122	187	53	32	168	113	146	172	17	10	231	125	1378	
545-600	132	194	61	38	170	128	130	161	14	9	251	140	1428	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	455	652	171	106	592	349	420	597	62	39	732	514	4679	
415-515	472	685	164	110	632	384	471	612	65	41	802	521	4959	
430-530	478	713	190	121	664	431	527	641	69	34	840	506	5204	
445-545	487	729	185	127	690	454	573	656	67	36	873	501	5388	
500-600	493	759	208	143	690	482	573	653	68	37	917	510	5534	



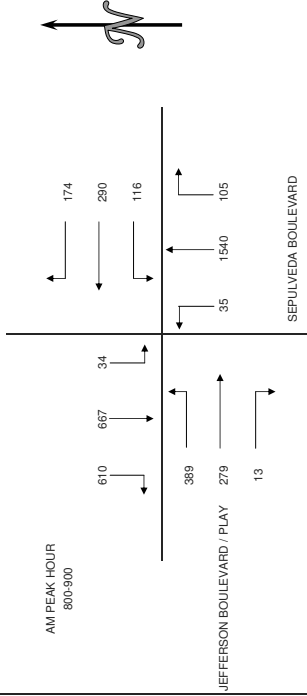
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W JEFFERSON BOULEVARD / PLAYA STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-715	104	96	4	31	49	23	25	328	5	5	51	52	773	
715-730	119	100	2	45	56	29	31	335	9	1	56	64	847	
730-745	112	129	4	39	69	24	30	385	6	2	59	75	938	
745-800	141	150	5	44	61	35	39	403	7	4	66	82	1043	
800-815	136	184	3	47	78	33	28	403	7	4	69	96	1095	
815-830	152	179	3	41	61	28	25	394	8	4	70	94	1079	
830-845	146	141	12	47	73	26	24	381	12	4	86	106	1038	
845-900	178	163	11	39	78	29	27	358	8	1	88	93	1049	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	476	475	15	159	235	111	125	146	27	12	232	273	3601	
715-815	508	583	14	175	264	121	129	154	29	11	250	317	3923	
730-830	541	642	20	171	269	120	123	160	28	14	270	347	4146	
745-845	575	664	28	179	273	122	117	193	34	16	277	378	4246	
800-900	610	697	34	174	290	116	105	154	35	13	279	389	4252	



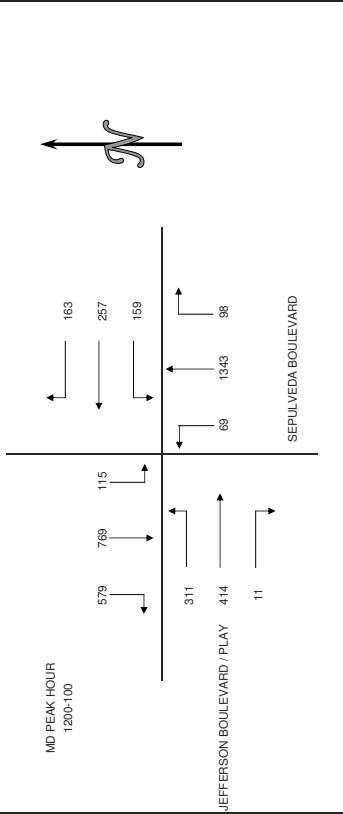
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD / E/W JEFFERSON BOULEVARD / PLAYA STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	124	159	20	34	63	36	23	260	22	6	104	83	934
11:15-11:30	137	169	23	49	63	37	22	290	15	4	110	99	1018
11:30-11:45	156	185	23	30	64	34	19	305	24	2	103	96	1041
11:45-12:00	141	188	25	44	58	42	21	338	17	4	96	81	1055
12:00-12:15	149	201	28	50	71	38	22	315	18	2	95	73	1062
12:15-12:30	133	172	27	40	56	37	22	333	19	2	98	70	1009
12:30-12:45	143	202	30	34	68	50	24	351	19	3	105	89	1118
12:45-1:00	154	194	30	39	62	34	30	344	13	4	116	79	1059
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	558	701	91	157	248	149	85	1193	78	16	413	359	4048
11:15-12:15	583	743	99	173	256	151	84	1248	74	12	404	349	4176
11:30-12:30	579	746	103	164	249	151	84	1291	78	10	392	320	4167
11:45-12:45	566	763	110	168	253	167	89	1337	73	11	394	313	4244
12:00-1:00	579	769	115	163	257	159	98	1343	69	11	414	311	4288



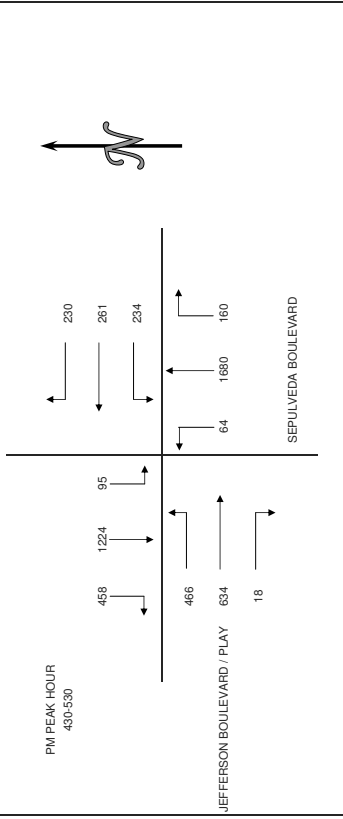
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD / E/W JEFFERSON BOULEVARD / PLAYA STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	115	290	23	47	53	42	41	392	19	9	131	119	1291
4:15-4:30	113	302	24	44	49	56	41	397	16	8	136	126	1312
4:30-4:45	113	304	26	51	51	62	41	400	11	4	147	122	1332
4:45-5:00	112	307	25	64	68	67	45	424	18	5	158	112	1405
5:00-5:15	124	315	23	57	72	56	34	443	17	4	159	111	1415
5:15-5:30	109	298	21	58	70	48	40	413	18	5	170	121	1372
5:30-5:45	101	297	23	44	56	50	46	398	19	3	188	111	1318
5:45-6:00	93	290	25	38	54	44	55	421	15	7	178	128	1348
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	453	1203	98	206	221	227	178	1613	64	26	572	479	5340
4:15-5:15	462	1228	98	216	240	241	161	1664	62	21	600	471	5464
4:30-5:30	458	1224	95	230	261	234	160	1680	64	18	634	466	5524
4:45-5:45	446	1217	94	223	266	222	165	1678	72	17	655	455	5510
5:00-6:00	427	1200	94	197	252	198	175	1675	68	19	675	471	5453



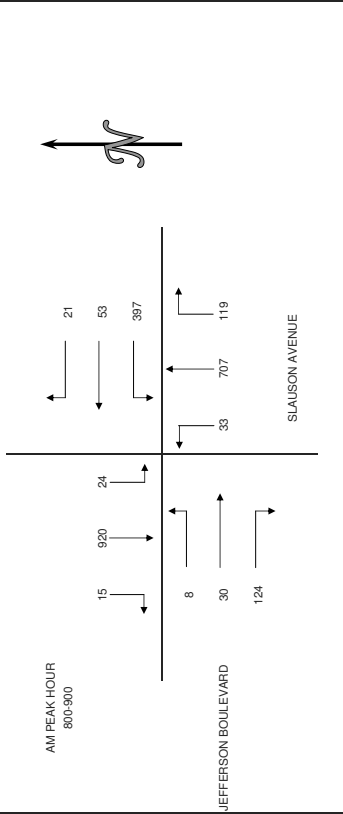
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS JEFFERSON BOULEVARD
 EW SLAUSON AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	177	4	5	6	86	20	120	5	15	4	2	444
715-730	1	181	7	4	11	97	23	130	5	26	3	1	489
730-745	2	174	6	6	11	106	36	142	10	34	4	0	533
745-800	0	204	8	5	10	104	37	162	11	26	6	6	679
800-815	3	238	5	3	17	102	23	176	5	29	9	0	610
815-830	2	214	3	8	14	96	23	160	11	28	6	2	597
830-845	5	226	8	7	11	102	30	166	5	32	6	6	604
845-900	5	242	3	5	11	94	37	185	12	37	9	0	640
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	3	736	25	20	38	395	116	554	31	101	17	9	2045
715-815	6	797	26	18	49	411	119	610	31	115	22	7	2211
730-830	7	830	27	20	52	413	125	660	37	115	25	8	2319
745-845	10	882	29	21	52	407	119	684	32	113	27	14	2390
800-900	15	920	24	21	53	397	118	707	33	124	30	8	2451



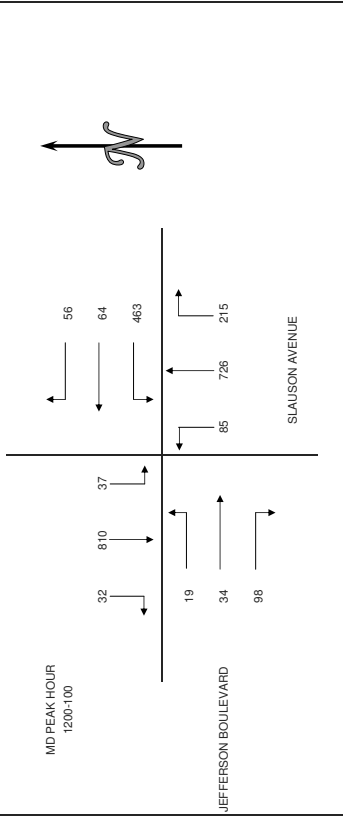
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: COMFERRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS SLAUSON AVENUE
 EW JEFFERSON BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	7	193	11	9	8	84	46	163	19	20	10	3	573
1115-1130	11	203	9	16	15	95	43	158	11	15	11	1	588
1130-1145	4	204	12	15	11	104	58	164	21	27	8	7	638
1145-1200	7	191	15	12	21	106	49	173	22	29	10	3	638
1200-1215	8	195	12	10	16	101	53	183	23	25	12	5	643
1215-1230	11	206	7	13	23	121	44	171	20	24	5	3	643
1230-1245	5	204	6	19	17	110	57	151	15	24	7	5	620
1245-1300	8	205	12	14	8	131	61	215	27	25	10	6	722
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	29	791	47	52	55	389	196	658	73	91	39	14	2434
1115-1215	30	793	48	53	63	406	203	684	77	96	41	16	2510
1130-1230	30	796	46	50	71	432	204	697	86	105	35	18	2570
1145-1245	31	796	40	54	77	438	203	684	80	102	34	16	2555
1200-1300	32	810	37	56	64	483	215	726	85	98	34	19	2639



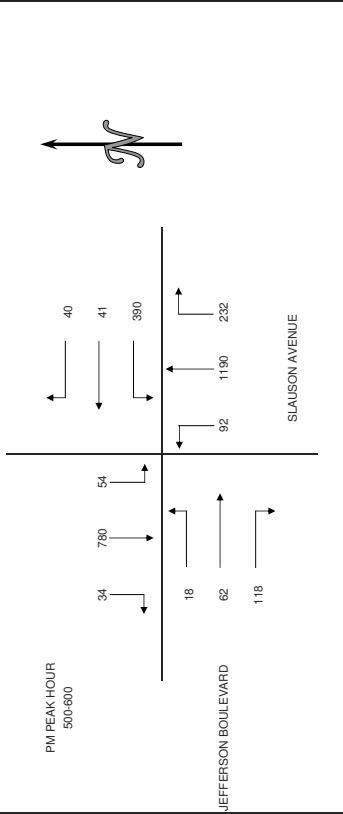
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS Slauson Avenue
 EW Jefferson Boulevard

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
400-415	8	170	13	13	10	94	56	212	13	27	8	5
415-430	9	160	14	11	6	101	54	230	14	25	13	2
430-445	10	164	9	15	15	100	65	248	19	27	14	6
445-500	5	176	10	10	10	104	61	256	18	24	15	8
500-515	8	187	11	8	10	105	65	262	25	35	13	7
515-530	12	201	11	8	8	98	65	303	30	37	11	3
530-545	5	191	19	15	13	103	58	291	20	27	20	6
545-600	9	201	13	9	10	88	48	312	17	19	18	2
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	32	670	46	49	41	389	236	946	64	103	50	21
400-500	32	670	46	49	41	389	236	946	64	103	50	21
415-515	32	687	44	44	41	410	245	1016	76	111	55	23
430-530	35	728	41	41	43	404	256	1091	92	123	53	24
445-545	30	755	51	41	41	409	247	1134	93	123	59	24
500-600	34	780	54	40	41	390	232	1190	92	118	62	18



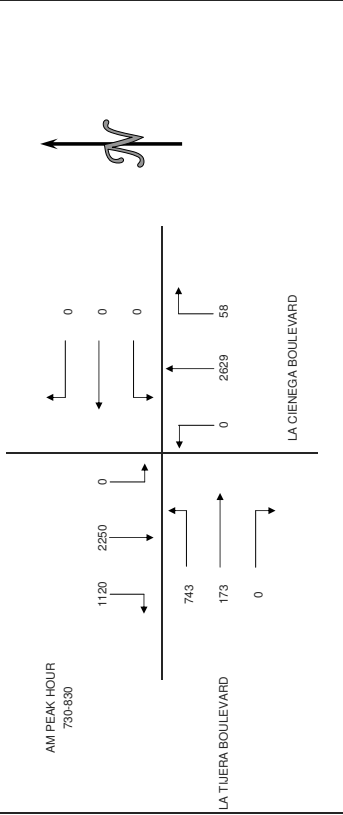
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS La Cienga Boulevard
 EW La Tuera Boulevard

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
700-715	273	506	0	0	0	0	8	593	0	1	54	1809
715-730	294	557	0	0	0	9	630	0	1	41	159	1691
730-745	276	620	0	0	0	17	668	0	0	51	165	1798
745-800	283	569	0	0	0	10	639	0	0	42	184	1727
800-815	284	587	0	0	0	16	654	0	0	43	183	1763
815-830	277	494	0	0	0	15	663	0	0	37	203	1695
830-845	267	447	0	0	0	14	602	0	0	35	234	1599
845-900	253	452	0	0	0	22	628	0	0	43	254	1652
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	1126	2252	0	0	0	44	2531	0	2	188	682	6825
700-800	1126	2252	0	0	0	44	2531	0	2	188	682	6825
715-815	1137	2313	0	0	0	52	2592	0	1	177	697	6869
730-830	1120	2250	0	0	0	58	2629	0	0	173	743	6973
745-845	1111	2077	0	0	0	55	2562	0	0	157	812	6774
800-900	1081	1980	0	0	0	67	2551	0	0	158	882	6699



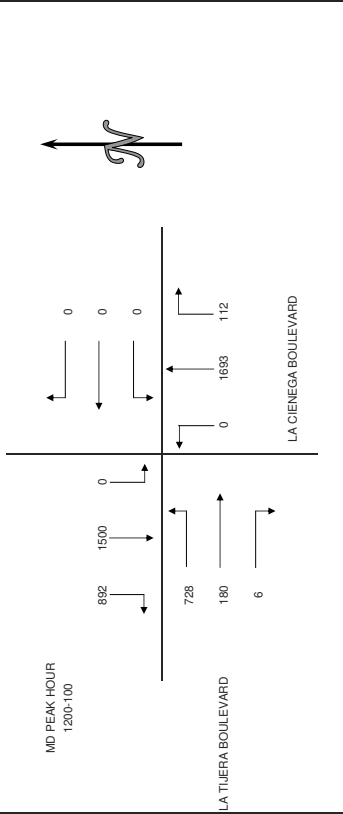
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
1100-1115	208	312	0	0	0	15	420	0	0	44	175	1174	
1115-1130	205	326	0	0	0	26	459	0	0	37	195	1248	
1130-1145	217	369	0	0	0	30	451	0	0	30	181	1278	
1145-1200	219	357	0	0	0	25	457	0	0	47	166	1271	
1200-1215	234	366	0	0	0	24	412	0	1	58	173	1271	
1215-1230	226	395	0	0	0	30	408	0	4	60	186	1269	
1230-1245	223	359	0	0	0	27	440	0	1	37	182	1269	
1245-1300	209	380	0	0	0	31	433	0	0	45	184	1262	
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	849	1384	0	0	0	96	1787	0	1	158	717	4971	
1115-1215	875	1418	0	0	0	105	1779	0	1	172	718	5086	
1130-1230	896	1487	0	0	0	109	1728	0	5	175	709	5109	
1145-1245	902	1477	0	0	0	106	1717	0	6	182	710	5100	
1200-1300	892	1500	0	0	0	112	1693	0	6	180	728	5111	



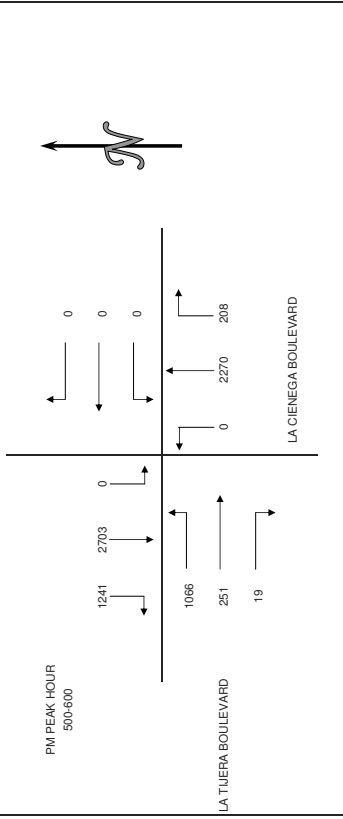
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
400-415	286	673	0	0	0	41	505	0	1	50	250	1806	
415-430	271	701	0	0	0	39	539	0	4	53	230	1887	
430-445	276	688	0	0	0	39	583	0	5	58	223	1868	
445-500	286	649	0	0	0	51	626	0	1	61	234	1808	
500-515	280	659	0	0	0	48	570	0	5	54	242	1868	
515-530	306	672	0	0	0	58	545	0	6	67	259	1913	
530-545	319	689	0	0	0	55	600	0	2	61	240	2016	
545-600	338	683	0	0	0	47	555	0	6	69	275	1971	
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	1119	2721	0	0	0	170	2259	0	11	222	937	7439	
415-515	1113	2707	0	0	0	177	2324	0	15	226	929	7481	
430-530	1146	2678	0	0	0	196	2330	0	17	240	958	7587	
445-545	1191	2669	0	0	0	212	2341	0	14	243	1025	7695	
500-600	1241	2703	0	0	0	208	2270	0	19	251	1066	7758	



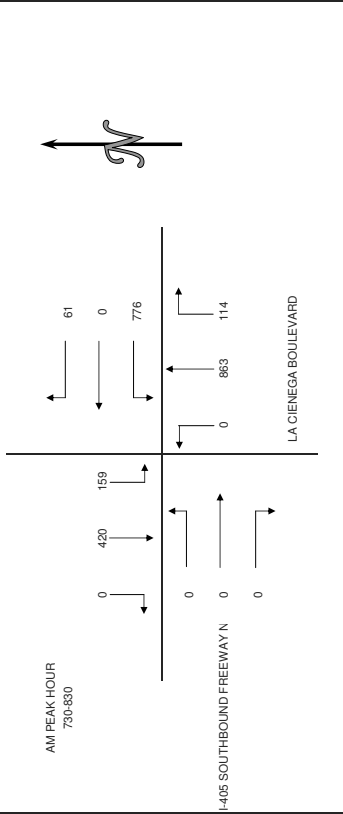
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W I-405 SOUTHBOUND FREEWAY NORTH OF CENTURY

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
7:00-7:15	0	49	43	17	0	146	20	175	0	0	0	0
7:15-7:30	0	73	36	13	0	173	22	193	0	0	0	0
7:30-7:45	0	101	48	13	0	205	35	211	0	0	0	0
7:45-8:00	0	133	43	19	0	224	28	237	0	0	0	0
8:00-8:15	0	101	35	19	0	188	25	198	0	0	0	0
8:15-8:30	0	85	33	10	0	158	23	168	0	0	0	0
8:30-8:45	0	76	34	15	0	171	15	183	0	0	0	0
8:45-9:00	0	83	22	21	0	200	19	188	0	0	0	0
HOUR TOTALS	0	345	124	65	0	718	85	769	0	0	0	0



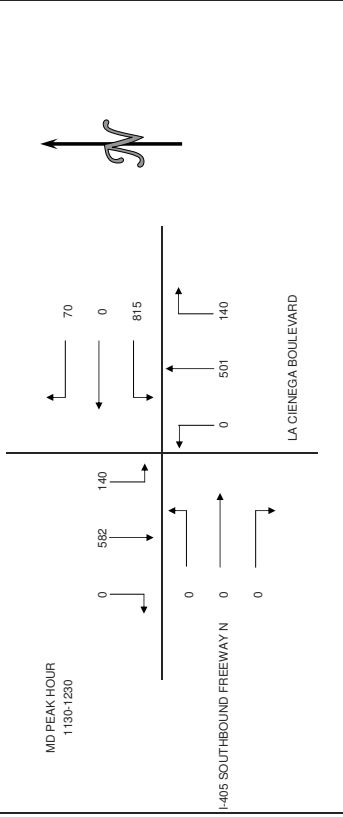
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W I-405 SOUTHBOUND FREEWAY NORTH OF CENTURY

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
11:00-11:15	0	123	43	21	0	184	29	120	0	0	0	0
11:15-11:30	0	131	59	11	0	207	31	101	0	0	0	0
11:30-11:45	0	131	33	19	0	220	34	114	0	0	0	0
11:45-12:00	0	113	27	20	0	185	32	136	0	0	0	0
12:00-12:15	0	158	37	14	0	215	35	127	0	0	0	0
12:15-12:30	0	180	43	17	0	195	39	124	0	0	0	0
12:30-12:45	0	131	39	18	0	165	30	118	0	0	0	0
12:45-1:00	0	142	35	17	0	190	32	131	0	0	0	0
HOUR TOTALS	0	611	154	66	0	765	136	497	0	0	0	0



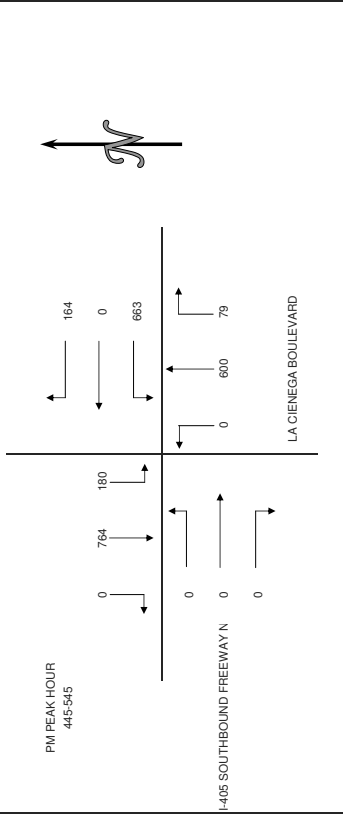
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W I-405 SOUTHBOUND FREEWAY NORTH OF CENTURY BOULEVARD

15 MIN COUNTS												
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	153	36	45	167	19	156	0	0	0	0	576
415-430	0	130	32	27	154	22	148	0	0	0	0	513
430-445	0	142	41	44	155	16	151	0	0	0	0	549
445-500	0	171	35	53	177	21	180	0	0	0	0	637
500-515	0	177	46	39	167	16	138	0	0	0	0	577
515-530	0	205	36	32	157	19	124	0	0	0	0	575
530-545	0	211	61	40	168	23	158	0	0	0	0	661
545-600	0	199	52	43	143	18	137	0	0	0	0	552
HOUR TOTALS												
PERIOD	SBRT	SBTH	SBTL	WBRT <td>WBTL <td>NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td></td></td>	WBTL <td>NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td></td>	NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td>	NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td>	NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td>	EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td>	EBTH <td>EBLT <td>TOTAL</td> </td>	EBLT <td>TOTAL</td>	TOTAL
400-500	0	596	144	169	653	78	635	0	0	0	0	2275
515-515	0	620	154	163	647	75	617	0	0	0	0	2276
430-530	0	695	160	168	650	72	593	0	0	0	0	2338
445-545	0	764	180	164	663	79	600	0	0	0	0	2450
500-600	0	752	197	154	629	76	557	0	0	0	0	2365



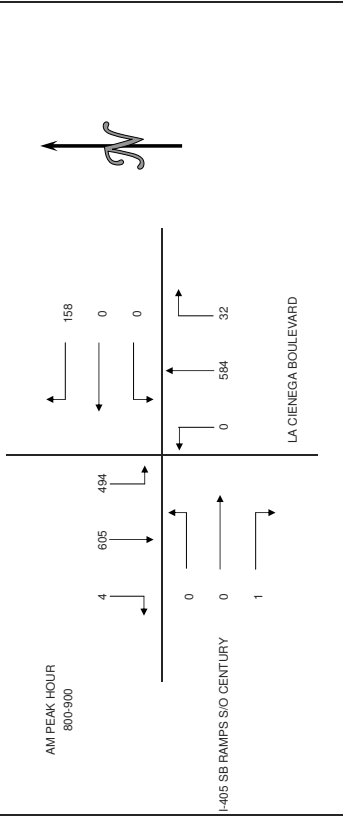
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA CIENEGA BOULEVARD
 E/W I-405 SB RAMPS S/O CENTURY

15 MIN COUNTS												
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	117	100	16	0	12	167	0	0	0	0	414
715-730	6	158	112	25	0	9	154	0	0	0	0	484
730-745	0	133	124	20	0	2	154	0	0	0	0	433
745-800	1	143	145	20	0	8	145	0	1	0	0	466
800-815	1	163	112	30	0	7	150	0	0	0	0	463
815-830	0	166	127	43	0	12	138	0	0	0	0	463
830-845	2	137	114	44	0	6	154	0	1	0	0	458
845-900	1	139	141	41	0	7	145	0	0	0	0	474
HOUR TOTALS												
PERIOD	SBRT	SBTH	SBTL	WBRT <td>WBTL <td>NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td></td></td>	WBTL <td>NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td></td>	NBRT <td>NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td></td>	NBTH <td>NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td></td>	NBLT <td>EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td></td>	EBRT <td>EBTH <td>EBLT <td>TOTAL</td> </td></td>	EBTH <td>EBLT <td>TOTAL</td> </td>	EBLT <td>TOTAL</td>	TOTAL
700-800	9	551	481	84	0	31	620	0	1	0	0	1777
715-815	8	597	493	98	0	26	603	0	1	0	0	1826
730-830	2	695	508	116	0	29	584	0	1	0	0	1845
745-845	4	699	498	140	0	33	584	0	2	0	0	1870
800-900	4	695	494	158	0	32	584	0	1	0	0	1878



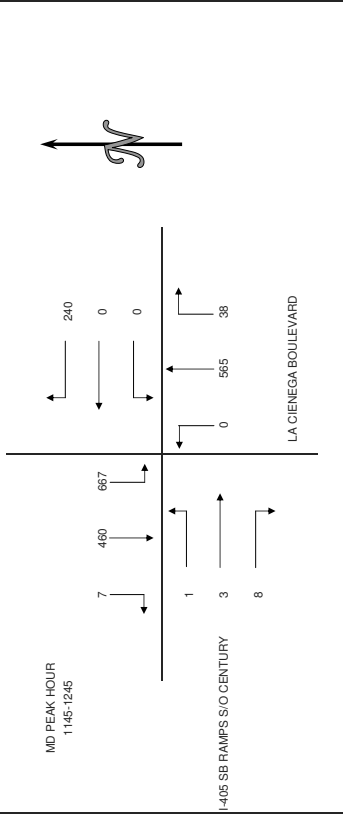
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 E/W I-405 SB RAMP/S/O CENTURY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	0	71	147	44	0	0	16	127	0	0	0	0	405
11:15-11:30	0	61	150	50	0	0	10	103	0	0	0	0	374
11:30-11:45	0	88	168	56	0	0	9	113	0	1	0	0	435
11:45-12:00	2	113	169	68	0	0	15	132	0	3	2	1	505
12:00-12:15	2	159	188	54	0	0	8	156	0	3	1	0	571
12:15-12:30	1	85	152	61	0	0	10	126	0	1	0	0	456
12:30-12:45	2	103	158	57	0	0	5	151	0	1	0	0	477
12:45-1:00	0	85	157	61	0	0	9	115	0	0	0	0	427
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	2	333	634	218	0	0	50	475	0	4	2	1	1719
11:15-12:15	4	421	675	228	0	0	42	504	0	7	3	1	1885
11:30-12:30	5	445	677	239	0	0	42	527	0	8	3	1	1947
11:45-12:45	7	460	667	240	0	0	38	565	0	8	3	1	1989
12:00-1:00	5	432	655	233	0	0	32	548	0	5	1	0	1911



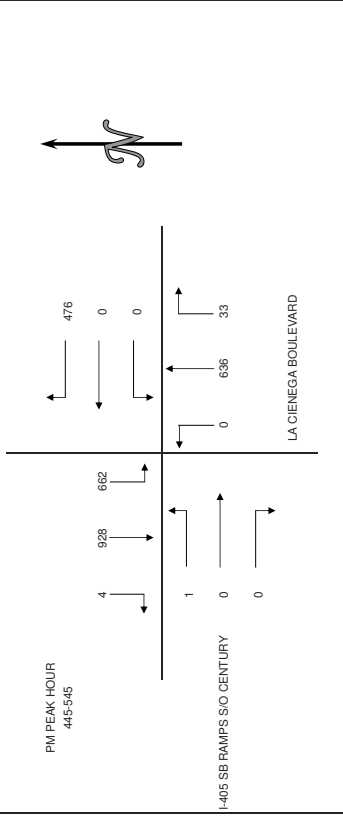
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 22, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LA CIENEGA BOULEVARD
 E/W I-405 SB RAMP/S/O CENTURY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-4:15	3	178	168	142	0	0	1	107	0	0	0	0	589
4:15-4:30	2	167	177	105	0	0	4	114	0	0	0	0	569
4:30-4:45	2	176	153	113	0	0	9	148	0	0	0	0	602
4:45-5:00	0	206	159	120	0	0	7	155	0	0	0	0	656
5:00-5:15	1	246	176	120	0	0	11	155	0	0	0	0	710
5:15-5:30	2	235	153	106	0	0	7	151	0	0	0	0	662
5:30-5:45	1	241	172	121	0	0	6	168	0	0	0	1	712
5:45-6:00	1	207	145	108	0	0	4	132	0	1	0	0	598
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-5:00	7	727	657	489	0	0	21	525	0	0	0	0	2426
4:15-5:15	5	795	665	467	0	0	31	574	0	0	0	0	2537
4:30-5:30	5	863	643	468	0	0	34	617	0	0	0	0	2630
4:45-5:45	4	928	662	476	0	0	33	636	0	0	0	1	2740
5:00-6:00	5	829	648	455	0	0	30	613	0	1	0	1	2682



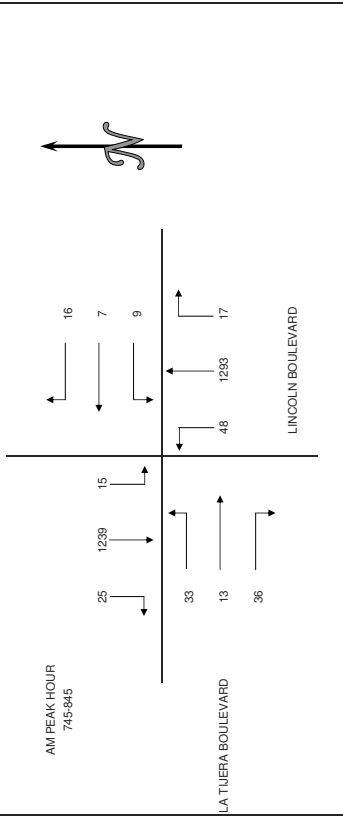
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS LINCOLN BOULEVARD
 EW LA TIJERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-7:15	1	257	2	2	1	1	6	266	2	6	4	4	522
7:15-7:30	3	260	3	2	4	281	6	7	1	3	3	575	
7:30-7:45	2	262	8	2	4	1	316	9	11	2	0	618	
7:45-8:00	3	305	4	4	1	0	330	13	12	2	9	688	
8:00-8:15	6	297	2	7	1	4	322	7	5	3	8	663	
8:15-8:30	9	310	5	0	2	3	318	15	8	4	8	668	
8:30-8:45	7	327	4	5	3	2	325	13	11	4	8	711	
8:45-9:00	5	297	0	1	2	0	297	7	10	2	1	622	
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
7:00-9:00	9	1084	17	10	9	4	16	1193	30	36	9	16	2433
7:15-8:15	14	1124	17	15	9	7	11	1249	35	35	8	20	2544
7:30-8:30	20	1174	19	13	8	8	16	1284	44	36	11	25	2658
7:45-8:45	25	1239	15	16	7	9	17	1293	48	36	13	33	2751
8:00-9:00	27	1231	11	13	8	8	12	1260	42	34	13	25	2685



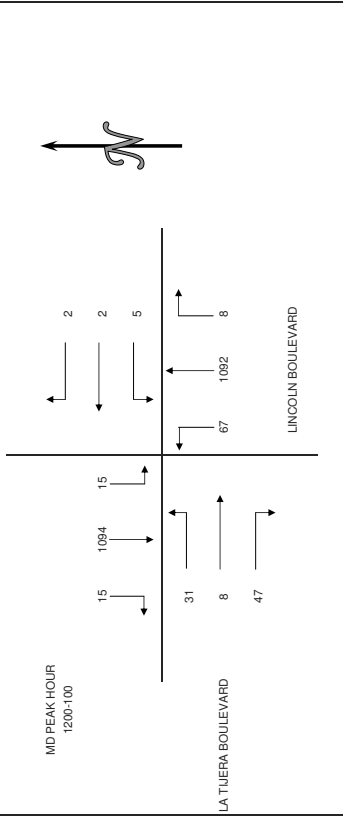
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LINCOLN BOULEVARD
 EW LA TIJERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	6	285	3	0	2	0	2	264	10	9	0	4	565
11:15-11:30	7	285	2	1	1	3	268	14	16	1	8	587	
11:30-11:45	6	284	6	1	0	0	2	271	11	8	0	5	581
11:45-12:00	1	278	4	1	1	1	1	262	14	10	0	10	585
12:00-12:15	5	266	4	1	0	2	1	260	14	9	4	4	563
12:15-12:30	3	260	4	1	1	1	1	2	274	19	17	2	613
12:30-12:45	3	281	7	0	0	1	2	274	19	17	2	7	613
12:45-1:00	4	287	1	0	1	1	3	276	20	11	1	10	615
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-12:00	20	1092	15	3	4	2	8	1070	49	41	2	22	2328
11:15-12:15	19	1093	15	4	2	4	7	1088	53	42	3	28	2356
11:30-12:30	15	1088	17	4	2	4	6	1080	53	35	6	24	2334
11:45-12:45	12	1085	18	3	2	5	6	1083	61	44	7	26	2352
12:00-1:00	15	1094	15	2	2	5	8	1092	67	47	8	31	2386



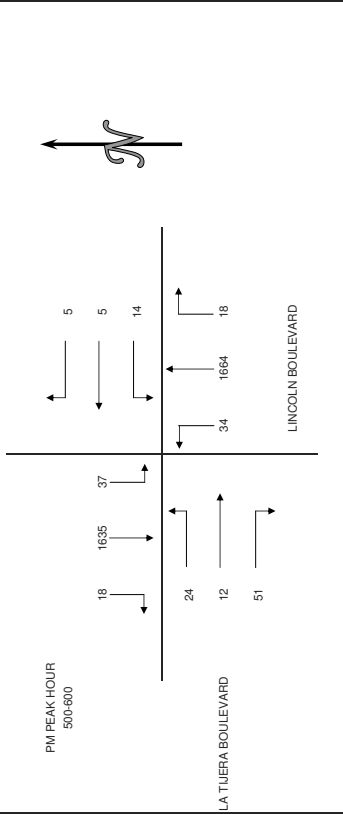
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	3	376	6	3	0	1	3	389	5	9	2	5	802
415-430	3	381	5	2	1	3	1	405	6	14	5	7	833
430-445	4	373	6	2	4	4	4	419	6	13	2	6	841
445-500	5	383	7	2	1	3	2	405	11	14	2	9	824
500-515	7	388	13	0	2	3	8	388	5	18	3	8	843
515-530	3	427	5	1	3	4	4	414	7	11	4	4	865
530-545	2	405	7	4	2	8	1	442	14	9	3	8	905
545-600	6	414	12	0	0	0	5	420	8	13	2	4	884
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	15	1493	24	9	4	11	10	1618	28	50	11	27	3300
415-515	19	1506	31	6	6	12	15	1617	28	59	12	30	3341
430-530	19	1552	31	5	6	13	18	1626	29	56	11	27	3383
445-545	17	1584	32	7	6	17	15	1649	37	52	12	29	3457
500-600	18	1635	37	5	5	14	18	1664	34	51	12	24	3517



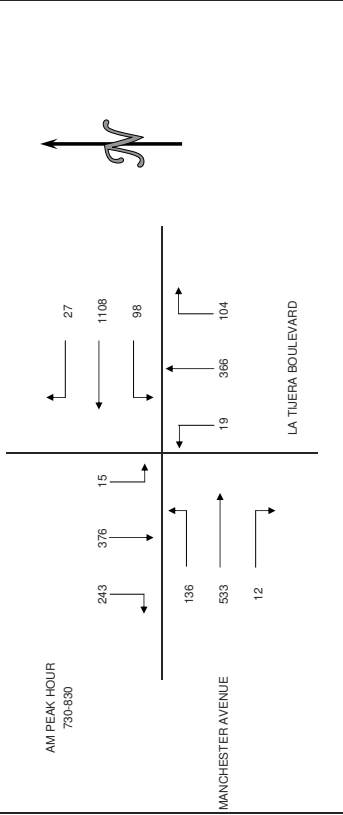
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LA TUERA BOULEVARD
 E/W MANCHESTER AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	42	71	2	6	227	18	18	72	8	2	100	20	586
715-730	52	76	1	8	250	21	23	77	4	1	116	27	686
730-745	68	89	5	4	300	24	26	88	3	3	122	24	766
745-800	66	95	2	5	293	27	30	92	7	2	134	38	791
800-815	50	84	4	10	259	26	25	86	5	2	143	43	747
815-830	58	98	4	8	258	21	23	100	4	5	134	31	743
830-845	56	100	4	4	239	26	24	98	3	2	121	23	700
845-900	57	114	5	7	254	28	31	85	5	7	115	31	739
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	228	331	10	23	1080	90	97	329	22	8	472	109	2799
715-815	236	354	12	27	1112	96	104	343	19	8	515	132	2860
730-830	243	376	15	27	1108	96	104	365	19	12	533	136	3037
745-845	231	387	14	27	1047	100	102	376	19	11	532	135	2981
800-900	222	406	17	29	1008	101	103	363	17	16	513	128	2829



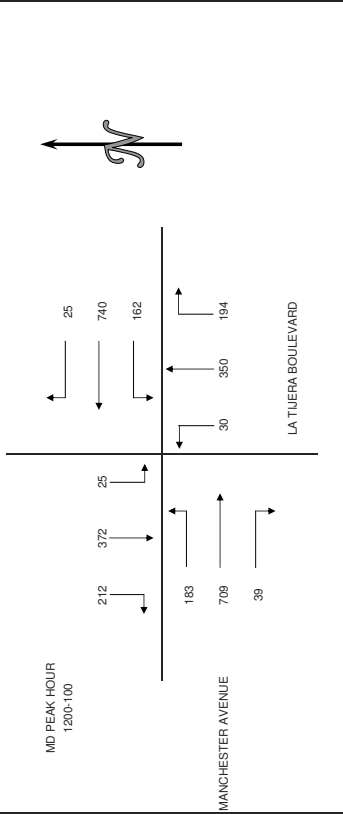
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NIS LA TUERA BOULEVARD
 EW MANCHESTER AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	48	91	4	2	144	28	32	72	6	7	166	33	633
1115-1130	45	88	5	8	157	35	41	86	2	3	180	24	674
1130-1145	48	92	5	3	164	46	57	75	7	6	165	29	688
1145-1200	53	99	6	2	180	31	53	90	8	7	174	33	736
1200-1215	60	103	4	6	197	41	52	85	5	6	166	45	788
1215-1230	48	97	6	8	186	43	42	85	10	11	169	33	746
1230-1245	55	82	9	8	186	42	54	83	10	9	164	52	794
1245-1300	49	91	6	8	171	36	48	97	5	13	179	53	752
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	194	370	20	15	645	140	183	323	23	23	686	119	2741
1115-1215	206	381	20	19	696	153	203	336	22	22	706	131	2897
1130-1230	209	390	21	16	727	161	204	335	30	30	705	140	2969
1145-1245	216	380	25	21	749	157	201	343	33	33	704	163	3025
1200-1300	212	372	25	25	740	162	194	350	30	39	709	183	3041



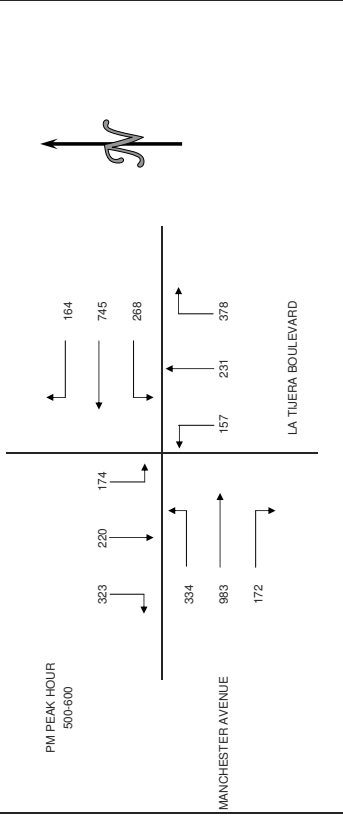
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LA TUERA BOULEVARD
 EW MANCHESTER AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	93	51	46	42	157	69	90	41	46	39	225	73	972
415-430	84	44	40	38	161	62	99	50	37	43	226	87	971
430-445	81	52	38	43	178	76	88	46	37	45	209	79	974
445-500	71	54	39	36	172	66	88	45	38	41	222	85	970
500-515	85	60	44	40	186	69	88	58	40	45	237	80	1033
515-530	77	58	44	47	178	67	97	58	41	38	223	77	1007
530-545	71	47	40	40	166	53	103	53	36	41	249	82	1021
545-600	90	55	46	37	195	69	90	51	40	48	272	95	1088
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	329	201	163	159	668	277	375	182	159	168	882	324	3887
415-515	321	210	161	157	697	277	373	200	153	174	894	331	3984
430-530	314	224	165	166	714	282	371	208	157	169	893	321	3984
445-545	304	219	167	163	722	267	386	225	156	165	933	324	4031
500-600	323	220	174	164	745	288	378	231	157	172	983	334	4149



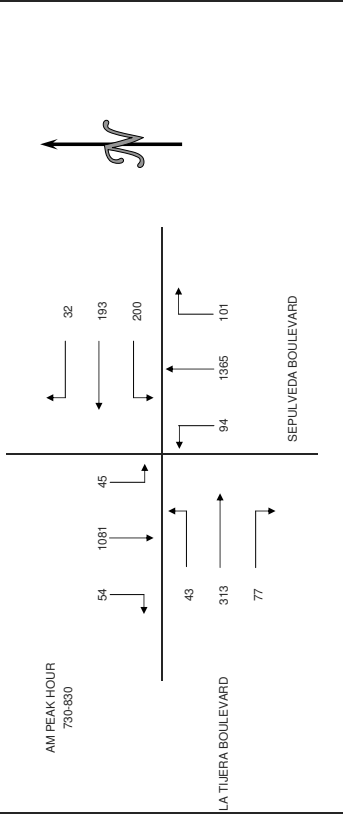
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W LA TIERRA BOULEVARD

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
7:00-7:15	13	170	11	5	40	46	25	361	17	7	60	18
7:15-7:30	10	201	7	3	43	39	26	358	33	9	73	12
7:30-7:45	15	285	6	5	50	36	37	353	23	19	82	12
7:45-8:00	8	213	7	9	48	52	23	340	32	18	81	10
8:00-8:15	20	287	14	6	53	67	23	313	24	21	79	7
8:15-8:30	11	296	18	12	42	45	18	359	13	18	77	14
8:30-8:45	10	207	11	7	48	32	20	341	21	20	79	8
8:45-9:00	16	189	8	5	62	51	24	294	23	26	72	17
HOURLY TOTALS	117	1881	81	51	621	511	241	2994	231	261	721	171



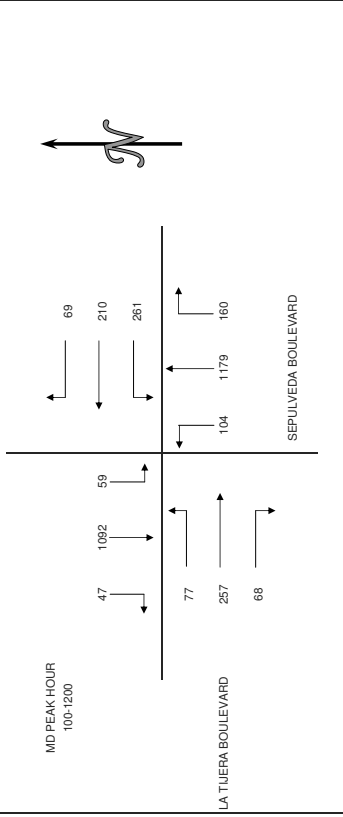
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W LA TIERRA BOULEVARD

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
11:00-11:15	13	249	23	16	53	42	313	24	19	40	20	864
11:15-11:30	12	272	12	12	40	116	37	317	28	12	57	12
11:30-11:45	7	326	13	14	51	40	40	295	28	17	73	16
11:45-12:00	15	245	11	27	66	53	41	254	23	20	87	29
12:00-12:15	15	223	25	22	68	55	27	228	26	13	71	16
12:15-12:30	16	275	23	17	68	74	33	254	30	19	89	22
12:30-12:45	19	238	24	24	79	89	27	212	35	11	72	16
12:45-1:00	24	271	22	46	87	95	22	192	21	26	54	14
HOURLY TOTALS	117	1881	81	51	621	511	241	2994	231	261	721	171



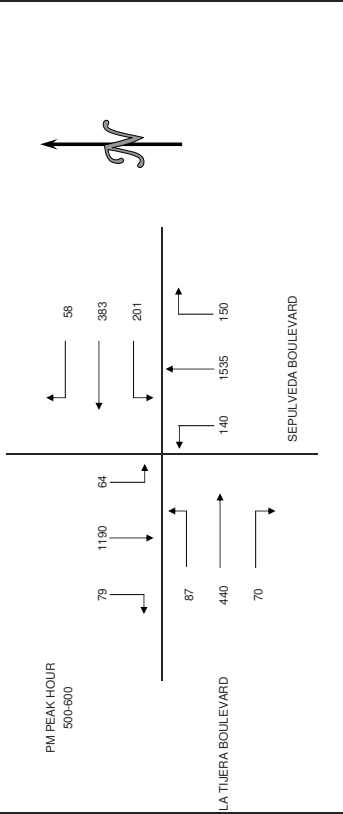
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	25	299	17	17	88	46	40	312	28	28	124	19	1043
415-430	19	279	21	11	90	52	39	326	27	23	132	11	1030
430-445	20	294	16	16	100	49	39	296	29	21	120	18	1018
445-500	21	273	10	11	94	44	44	336	36	24	124	12	1029
500-515	20	290	17	14	95	50	36	341	40	19	107	22	1061
515-530	19	220	20	19	89	56	58	400	37	19	110	18	1163
530-545	17	295	17	10	103	44	38	413	35	17	116	28	1133
545-600	23	285	10	15	96	51	20	381	28	15	107	19	1050
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	85	1145	64	55	372	191	162	1270	120	96	500	60	4120
415-515	80	1136	64	52	379	195	158	1299	132	87	483	63	4128
430-530	80	1177	63	60	378	195	175	1373	142	83	461	70	4261
445-545	77	1178	64	54	381	194	174	1490	148	79	457	80	4376
500-600	79	1190	64	58	383	201	150	1535	140	70	440	87	4397



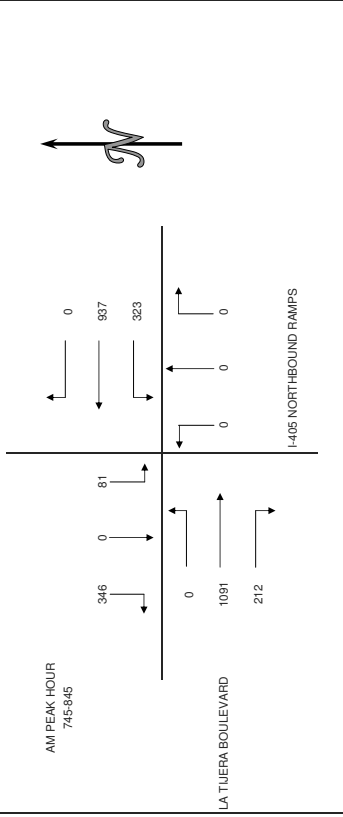
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 15, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S I-405 NORTHBOUND RAMP
 E/W LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	86	0	22	0	189	52	0	0	0	36	253	0	638
715-730	76	0	17	0	191	69	0	0	0	43	240	0	636
730-745	87	0	16	0	208	82	0	0	0	42	241	0	676
745-800	92	0	19	0	225	92	0	0	0	56	262	0	746
800-815	80	0	24	0	231	80	0	0	0	48	277	0	743
815-830	88	0	19	0	250	75	0	0	0	60	289	0	773
830-845	85	0	19	0	231	74	0	0	0	48	272	0	729
845-900	77	0	19	0	237	87	0	0	0	56	229	0	705
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT <td>WBTH</td> <td>WBLT</td> <td>NBRT</td> <td>NBTH</td> <td>NBLT</td> <td>EBRT</td> <td>EBTH</td> <td>EBLT</td> <td>TOTAL</td>	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	341	0	74	0	813	295	0	0	0	177	996	0	2696
715-815	335	0	76	0	855	325	0	0	0	189	1020	0	2800
730-830	346	0	78	0	914	331	0	0	0	206	1060	0	2937
745-845	346	0	81	0	937	323	0	0	0	212	1091	0	2900
800-900	331	0	81	0	949	318	0	0	0	212	1038	0	2849



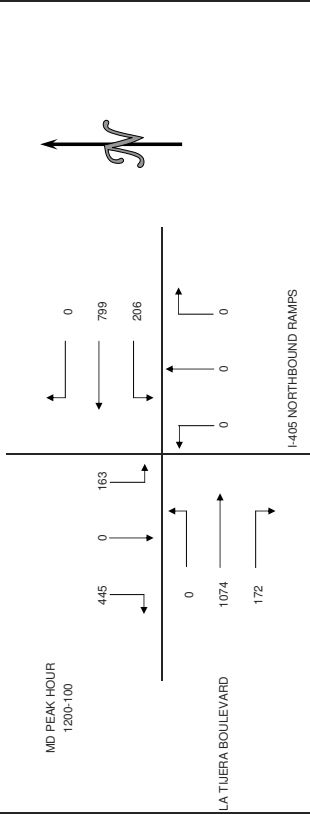
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS I-405 NORTHBOUND RAMP
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	113	0	23	0	205	41	0	0	0	37	232	0	651
11:15-11:30	117	0	35	0	231	48	0	0	0	40	253	0	724
11:30-11:45	126	0	24	0	209	47	0	0	0	30	248	0	684
11:45-12:00	117	0	21	0	214	59	0	0	0	48	259	0	718
12:00-12:15	113	0	32	0	197	54	0	0	0	37	230	0	663
12:15-12:30	103	0	41	0	204	46	0	0	0	40	263	0	692
12:30-12:45	119	0	48	0	189	59	0	0	0	57	302	0	784
12:45-1:00	108	0	42	0	189	53	0	0	0	38	280	0	720
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	473	0	103	0	859	195	0	0	0	155	992	0	2771
11:15-12:15	473	0	112	0	851	208	0	0	0	155	990	0	2789
11:30-12:30	461	0	118	0	824	200	0	0	0	155	959	0	2757
11:45-12:45	454	0	142	0	814	212	0	0	0	182	1053	0	2857
12:00-1:00	445	0	163	0	798	206	0	0	0	172	1074	0	2859



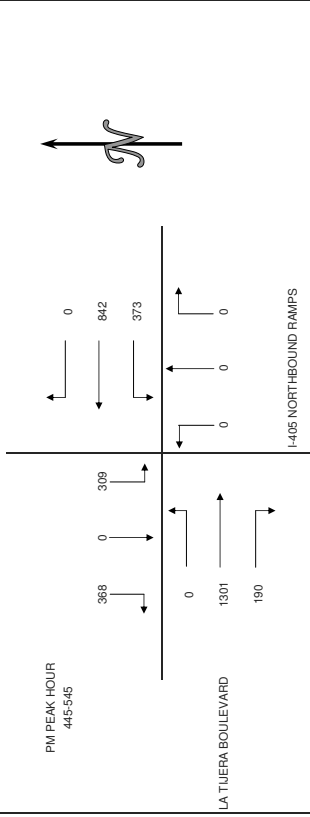
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS I-405 NORTHBOUND RAMP
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	99	0	67	0	202	65	0	0	0	24	253	0	710
4:15-4:30	89	0	72	0	210	79	0	0	0	30	263	0	743
4:30-4:45	81	0	75	0	206	82	0	0	0	33	278	0	765
4:45-5:00	88	0	82	0	196	93	0	0	0	50	301	0	810
5:00-5:15	92	0	82	0	213	101	0	0	0	54	347	0	866
5:15-5:30	87	0	69	0	211	98	0	0	0	44	346	0	859
5:30-5:45	84	0	76	0	222	81	0	0	0	42	313	0	818
5:45-6:00	88	0	69	0	238	69	0	0	0	35	290	0	789
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT <td>WBTH</td> <td>WBLT</td> <td>NBRT</td> <td>NBTH</td> <td>NBLT</td> <td>EBRT</td> <td>EBTH</td> <td>EBLT</td> <td>TOTAL</td>	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	357	0	296	0	814	319	0	0	0	137	1095	0	3018
4:15-5:15	357	0	311	0	825	355	0	0	0	167	1189	0	3204
4:30-5:30	365	0	308	0	826	374	0	0	0	181	1266	0	3320
4:45-5:45	368	0	309	0	842	373	0	0	0	190	1301	0	3383
5:00-6:00	368	0	286	0	864	348	0	0	0	175	1230	0	3382



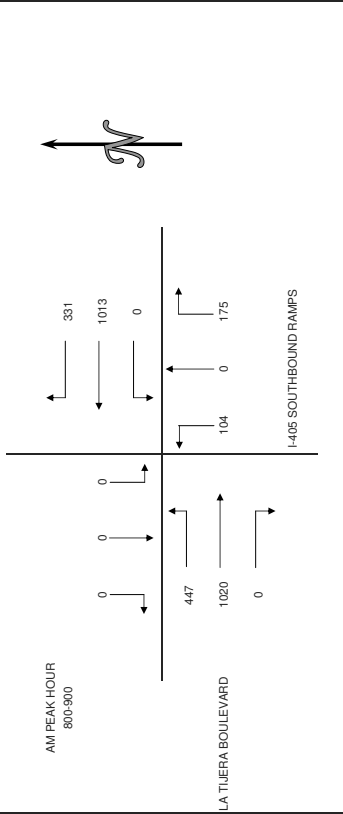
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS 1-405 SOUTHBOUND RAMP
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
700-715	0	0	0	84	226	0	29	0	13	0	239	100	691
715-730	0	0	0	99	233	0	23	0	15	0	240	123	733
730-745	0	0	0	91	238	0	26	0	23	0	252	133	763
745-800	0	0	0	88	246	0	36	0	19	0	282	121	792
800-815	0	0	0	84	261	0	33	0	23	0	272	110	783
815-830	0	0	0	79	255	0	48	0	21	0	272	104	794
830-845	0	0	0	79	249	0	48	0	31	0	245	125	777
845-900	0	0	0	89	288	0	48	0	29	0	256	108	796
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
700-900	0	0	0	382	943	0	114	0	70	0	1013	477	2979
715-815	0	0	0	382	978	0	118	0	80	0	1046	487	3071
730-830	0	0	0	342	980	0	143	0	86	0	1053	468	3072
745-845	0	0	0	330	991	0	165	0	94	0	1046	460	3086
800-900	0	0	0	331	1013	0	175	0	104	0	1020	447	3090



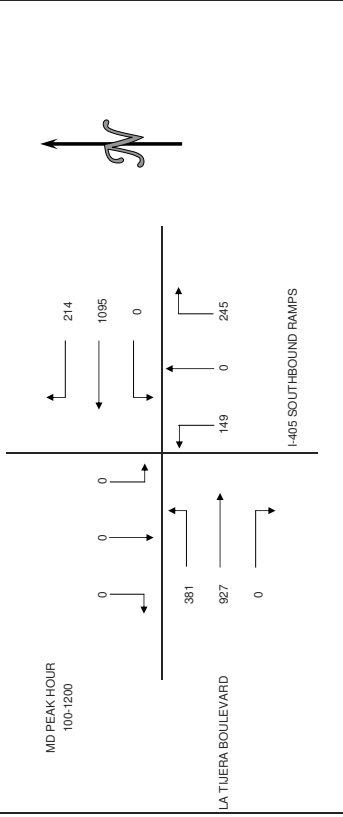
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS 1-405 SOUTHBOUND RAMP
 EW LA TUERA BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
1100-1115	0	0	0	56	281	0	71	0	44	0	242	89	783
1115-1130	0	0	0	54	272	0	69	0	34	0	233	92	754
1130-1145	0	0	0	56	274	0	55	0	37	0	222	97	741
1145-1200	0	0	0	48	268	0	50	0	34	0	230	103	733
1200-1215	0	0	0	44	258	0	44	0	35	0	236	82	709
1215-1230	0	0	0	38	255	0	41	0	46	0	254	83	738
1230-1245	0	0	0	43	248	0	30	0	34	0	272	82	709
1245-1300	0	0	0	33	258	0	49	0	30	0	280	74	722
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBTL	TOTAL
100-1200	0	0	0	214	1095	0	245	0	149	0	927	381	3011
1115-1215	0	0	0	202	1072	0	218	0	140	0	921	384	2937
1130-1230	0	0	0	187	1065	0	190	0	152	0	942	385	2921
1145-1245	0	0	0	174	1039	0	165	0	149	0	932	370	2889
1200-1300	0	0	0	159	1027	0	164	0	145	0	1042	341	2878



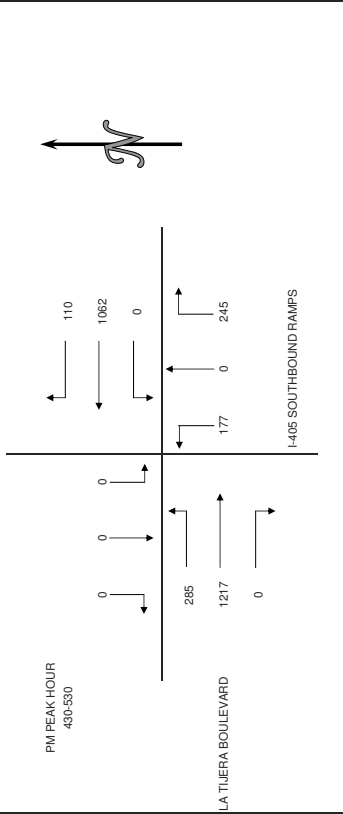
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 15, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS I-405 SOUTHBOUND RAMP
 EW LA TUERA BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBLT	NBTH	EBRT	EBTH	EBLT	
400-415	0	0	0	0	32	242	0	52	0	37	0	307	64	734
415-430	0	0	0	0	30	269	0	58	0	35	0	281	76	749
430-445	0	0	0	0	29	268	0	66	0	43	0	283	75	762
445-500	0	0	0	0	24	268	0	58	0	41	0	286	70	747
500-515	0	0	0	0	32	268	0	63	0	43	0	329	74	804
515-530	0	0	0	0	25	268	0	58	0	50	0	355	66	763
530-545	0	0	0	0	22	243	0	53	0	33	0	312	74	737
545-600	0	0	0	0	33	261	0	68	0	40	0	292	67	759
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	0	0	0	0	115	1045	0	234	0	156	0	1157	285	2992
515-515	0	0	0	0	115	1072	0	245	0	162	0	1173	295	3062
430-530	0	0	0	0	110	1062	0	245	0	177	0	1217	295	3096
445-545	0	0	0	0	103	1039	0	232	0	167	0	1246	284	3071
500-600	0	0	0	0	112	1032	0	240	0	166	0	1252	281	3083



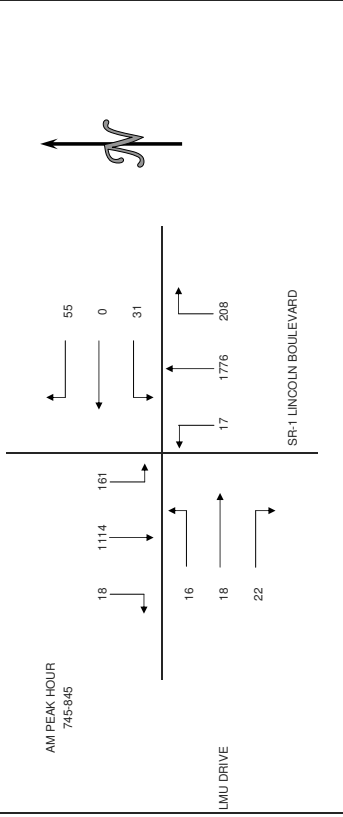
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW LMU DRIVE

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBLT	NBTH	EBRT	EBTH	EBLT	
700-715	2	247	24	10	3	26	266	5	2	3	5	583		
715-730	4	257	34	10	7	37	309	5	6	7	5	682		
730-745	1	281	22	14	0	9	41	388	1	2	1	3	763	
745-800	6	317	32	20	0	9	61	479	8	7	3	7	949	
800-815	4	275	40	15	0	7	48	422	3	3	7	3	827	
815-830	7	274	40	10	0	7	57	448	3	7	2	1	866	
830-845	1	248	49	10	0	8	42	427	3	5	6	5	804	
845-900	4	270	44	20	0	4	62	410	3	4	6	8	835	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	13	1102	112	54	1	28	165	1442	19	17	14	20	2987	
715-815	15	1130	128	59	1	32	167	1598	17	18	18	18	3221	
730-830	16	1147	134	59	0	32	207	1737	15	19	13	14	3395	
745-845	18	1114	161	55	0	31	208	1776	17	22	18	16	3436	
800-900	16	1067	173	55	0	26	208	1707	12	19	21	17	3322	



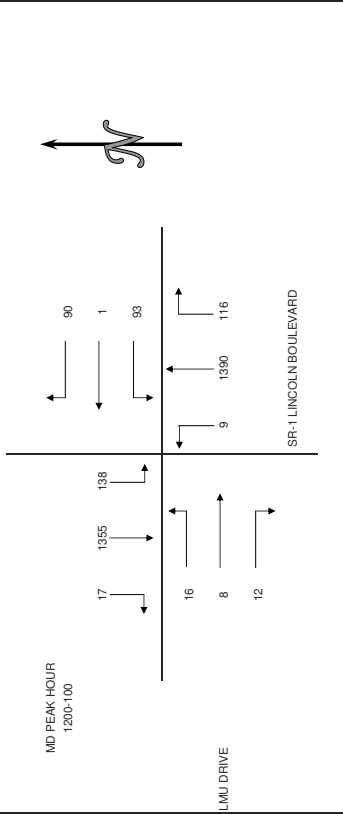
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW LMU DRIVE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	5	240	25	19	0	11	21	329	5	7	8	7	677
1115-1130	4	280	29	19	0	14	24	341	4	3	5	7	730
1130-1145	2	308	26	22	0	18	25	320	4	3	5	7	740
1145-1200	7	338	30	32	0	22	35	350	0	1	0	6	821
1200-1215	5	333	30	28	0	21	30	338	5	3	2	3	787
1215-1230	3	322	30	19	1	24	29	360	0	3	0	3	806
1230-1245	3	357	31	19	0	28	27	344	2	2	1	3	818
1245-1300	6	343	40	24	0	19	30	347	1	4	5	5	824
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1200	18	1166	110	92	0	65	105	1340	13	14	18	27	2968
1115-1215	18	1259	113	101	0	75	114	1350	13	10	12	23	3088
1130-1230	17	1301	123	101	1	85	119	1369	10	10	7	21	3164
1145-1245	18	1350	128	98	1	96	121	1393	8	9	3	17	3242
1200-1300	17	1355	138	90	1	93	116	1390	9	12	8	16	3245



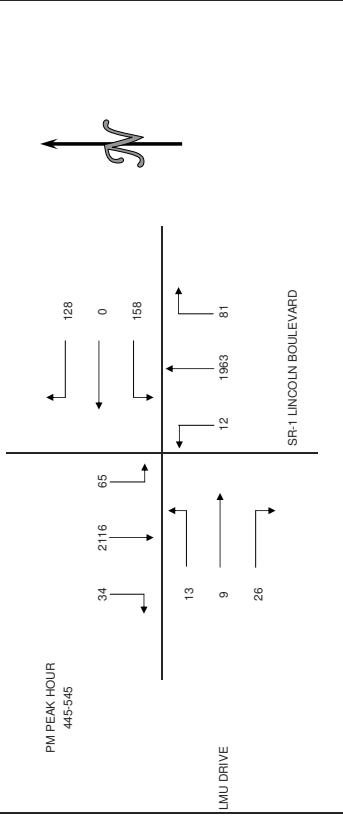
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS SR-1 LINCOLN BOULEVARD
 EW LMU DRIVE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	6	445	22	28	0	16	31	446	3	2	4	6	1009
415-430	8	463	20	23	0	22	20	484	4	10	1	0	1065
430-445	5	468	17	28	0	24	24	471	3	2	0	3	1045
445-500	3	522	15	29	0	38	26	486	2	8	1	4	1134
500-515	6	500	10	31	0	44	16	500	2	3	2	1	1115
515-530	12	540	10	38	0	35	20	563	5	11	4	6	1179
530-545	13	554	24	30	0	41	19	594	3	4	2	2	1188
545-600	8	488	18	30	0	40	19	478	3	6	3	1	1088
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	22	1898	74	108	0	100	101	1887	12	22	6	13	4243
415-515	22	1953	62	111	0	128	86	1941	11	23	4	8	4349
430-530	26	2030	58	126	0	141	86	1940	12	24	7	14	4484
445-545	34	2116	65	128	0	158	81	1953	12	26	9	13	4605
500-600	37	2080	68	129	0	160	74	1953	13	24	11	10	4559



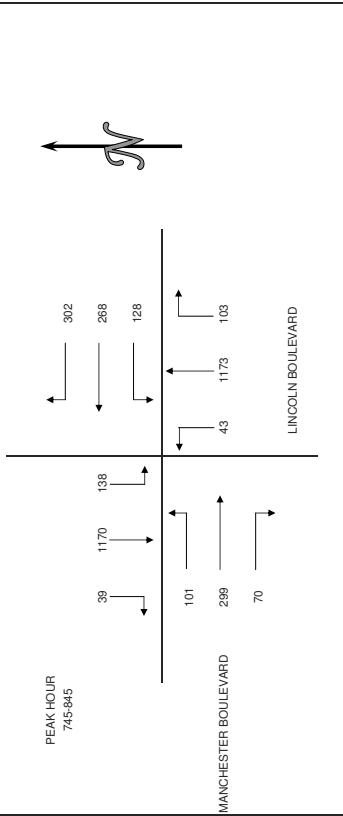
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	7	214	17	56	62	26	16	257	12	13	44	13	737
7:15-7:30	5	226	24	71	74	19	20	276	16	15	56	21	818
7:30-7:45	4	239	27	78	84	26	18	276	9	14	60	17	852
7:45-8:00	8	265	34	72	70	26	26	269	15	17	75	25	924
8:00-8:15	9	290	34	86	77	30	30	292	8	17	66	31	985
8:15-8:30	13	302	39	77	61	35	24	316	10	20	69	27	892
8:30-8:45	9	313	31	67	60	35	23	281	10	16	70	18	933
8:45-9:00	8	285	45	59	51	28	27	257	9	12	85	24	891
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-9:00	24	944	102	277	290	99	80	1093	52	59	235	76	3331
7:15-8:15	26	1020	119	307	305	103	94	1123	48	63	277	94	3579
7:30-8:30	34	1096	134	313	292	119	98	1168	42	68	289	100	3753
7:45-8:45	39	1170	138	302	288	128	103	1173	43	70	299	101	3934
8:00-9:00	39	1190	149	289	249	129	104	1141	37	65	309	100	3801



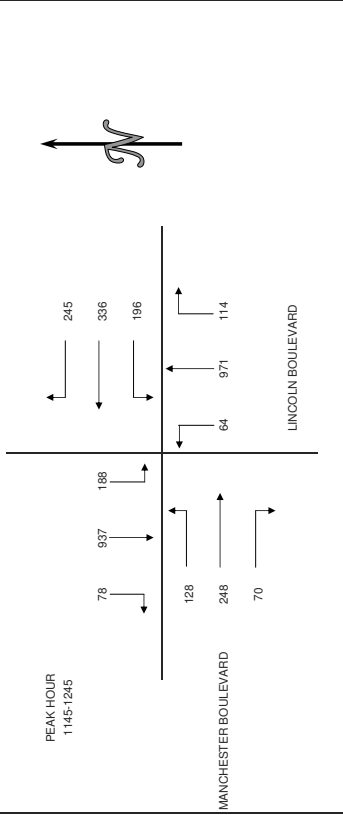
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	17	218	33	76	73	40	24	227	8	21	60	28	825
11:15-11:30	10	215	39	65	62	47	20	219	9	13	67	26	792
11:30-11:45	18	227	44	71	69	41	30	230	15	18	63	34	860
11:45-12:00	17	233	51	72	77	51	33	251	13	19	53	28	898
12:00-12:15	15	231	52	58	88	48	25	242	18	15	67	24	884
12:15-12:30	23	256	39	59	87	42	30	246	19	18	63	31	889
12:30-12:45	23	237	46	63	84	54	26	230	14	18	63	45	905
12:45-1:00	22	232	35	49	75	40	34	218	12	19	76	44	854
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	62	893	167	284	281	179	107	927	45	71	243	116	3375
11:15-12:15	60	906	186	266	296	186	108	942	55	65	250	112	3434
11:30-12:30	73	927	186	253	321	183	118	971	65	70	246	117	3530
11:45-12:45	78	937	188	245	336	196	114	971	64	70	248	128	3575
12:00-1:00	83	936	172	222	334	185	115	936	63	70	271	144	3531



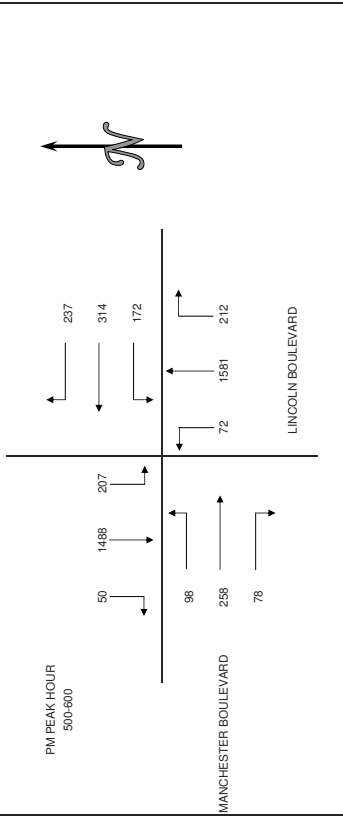
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD / E/W MANCHESTER BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	319	58	59	71	45	47	302	19	16	69	32	1048
415-430	10	326	60	64	57	41	44	345	11	20	64	32	1064
430-445	8	369	62	56	75	32	41	355	13	12	57	24	1106
445-500	14	340	48	52	74	37	53	368	16	19	50	27	1152
515-530	11	373	43	60	68	44	38	368	23	22	73	23	1216
530-545	14	399	55	63	82	36	49	403	12	22	53	28	1220
545-600	11	376	54	60	70	53	54	421	19	14	68	28	1228
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	39	1400	236	242	270	162	183	1351	63	67	242	115	4370
415-515	42	1421	227	235	273	154	189	1417	60	70	237	100	4425
430-530	43	1468	226	231	304	157	201	1461	74	73	246	93	4571
445-545	47	1488	219	240	311	163	209	1509	73	83	242	97	4691
500-600	50	1488	207	237	314	172	212	1561	72	78	258	98	4767



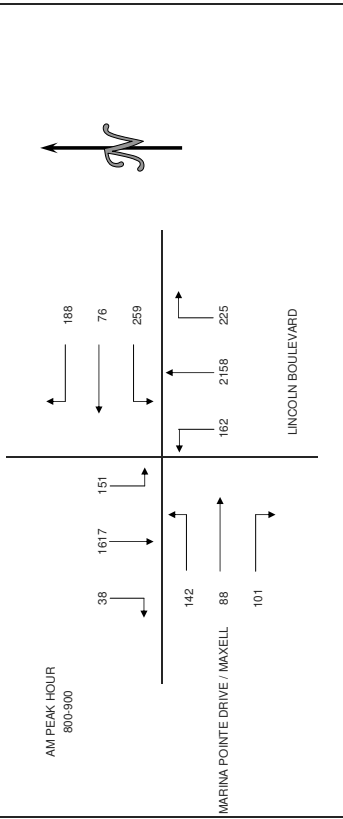
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD / E/W MARINA PONTE DRIVE / MAXELLA AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	256	11	21	2	29	24	419	9	14	9	23	823
715-730	1	297	19	21	2	29	22	437	3	13	17	33	894
730-745	6	332	17	14	12	22	28	447	20	13	16	35	962
745-800	6	376	24	20	3	35	20	457	24	18	23	40	1046
800-815	9	381	45	31	8	41	33	486	18	28	22	43	1165
815-830	6	466	33	44	17	55	48	518	43	24	23	38	1259
830-845	12	493	41	55	24	71	66	562	52	29	26	35	1376
845-900	11	471	30	58	27	92	78	591	49	20	17	28	1418
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	19	1261	71	76	19	115	94	1760	56	58	65	131	3725
715-815	22	1396	105	86	25	127	103	1827	65	72	78	151	4057
730-830	27	1595	121	109	40	153	129	1909	105	83	84	154	4419
745-845	33	1576	145	150	52	202	167	2024	137	99	94	154	4833
800-900	38	1617	151	188	76	259	225	2158	182	101	88	142	5205



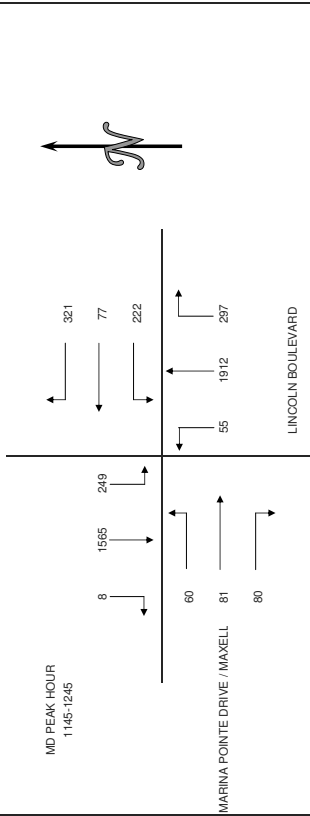
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MARINA POINTE DRIVE / MAXELLA AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	3	406	64	63	13	55	34	351	25	35	9	20	1078
11:15-11:30	11	423	67	76	10	47	31	384	37	28	13	23	1150
11:30-11:45	10	449	66	81	18	40	46	428	25	24	17	17	1221
11:45-12:00	5	420	64	83	20	51	66	451	16	21	18	18	1233
12:00-12:15	2	408	59	81	18	48	87	468	17	18	17	13	1237
12:15-12:30	1	376	58	68	18	56	77	503	14	18	22	14	1228
12:30-12:45	0	361	68	88	21	53	67	490	8	23	24	15	1228
12:45-1:00	5	331	72	60	24	60	78	483	13	25	21	18	1186
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
100-1200	29	1698	261	303	61	193	177	1814	103	108	57	78	4682
11:15-12:15	28	1700	256	321	66	187	230	1731	95	91	65	71	4841
11:30-12:30	18	1653	247	314	74	195	276	1850	72	81	74	62	4920
11:45-12:45	8	1565	249	321	77	222	297	1912	55	80	81	60	4927
12:00-1:00	8	1476	257	298	81	231	307	1944	52	84	84	58	4880



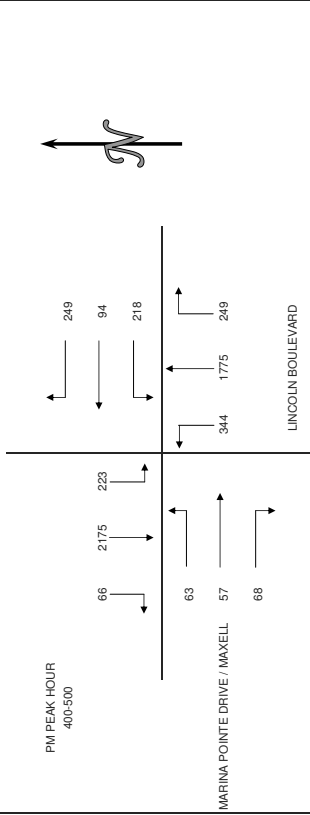
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MARINA POINTE DRIVE / MAXELLA AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
4:00-4:15	16	500	54	79	24	59	75	475	92	17	10	15	1416
4:15-4:30	22	537	59	68	21	64	55	439	86	13	14	19	1397
4:30-4:45	14	583	54	51	23	53	55	423	89	16	21	19	1401
4:45-5:00	14	555	56	51	26	42	64	438	77	22	12	10	1387
5:00-5:15	36	510	51	41	24	58	68	437	97	19	20	28	1387
5:15-5:30	34	468	63	31	25	51	51	446	101	20	18	16	1278
5:30-5:45	27	397	70	40	31	35	44	435	117	15	25	18	1264
5:45-6:00	38	359	71	47	37	43	40	424	137	14	12	17	1239
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
400-500	66	2175	223	249	94	218	249	1775	344	68	57	63	5881
4:15-5:15	86	2185	220	211	94	217	242	1737	349	70	67	74	5521
4:30-5:30	98	2076	224	174	98	204	238	1738	364	77	71	71	5433
4:45-5:45	111	1890	240	163	106	186	227	1750	392	76	75	70	5488
5:00-6:00	135	1694	255	159	117	187	203	1726	432	68	75	77	5158



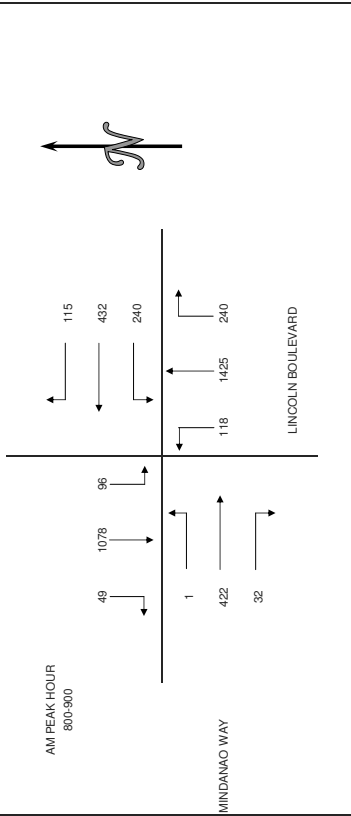
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MINDANA O WAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	5	165	15	19	94	50	51	391	19	4	86	1	900
7:15-7:30	6	211	14	28	59	37	37	429	21	5	68	0	915
7:30-7:45	9	243	7	19	96	48	62	408	35	6	93	0	1026
7:45-8:00	4	158	22	15	88	24	46	361	28	4	77	0	827
8:00-8:15	9	288	33	31	101	54	67	355	39	9	111	0	1087
8:15-8:30	15	209	10	24	88	57	58	362	23	6	109	1	861
8:30-8:45	13	275	29	36	126	63	58	400	27	10	96	0	1138
8:45-9:00	12	312	24	24	117	64	59	308	24	7	104	0	1055
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	24	777	58	81	337	159	196	1589	103	19	324	1	3668
7:15-8:15	28	900	76	93	344	163	212	1553	123	24	349	0	3865
7:30-8:30	37	892	72	89	373	183	233	1486	130	25	390	1	3911
7:45-8:45	41	924	94	106	403	200	227	1478	122	29	395	1	4020
8:00-9:00	49	1078	96	115	432	240	240	1425	118	32	422	1	4248



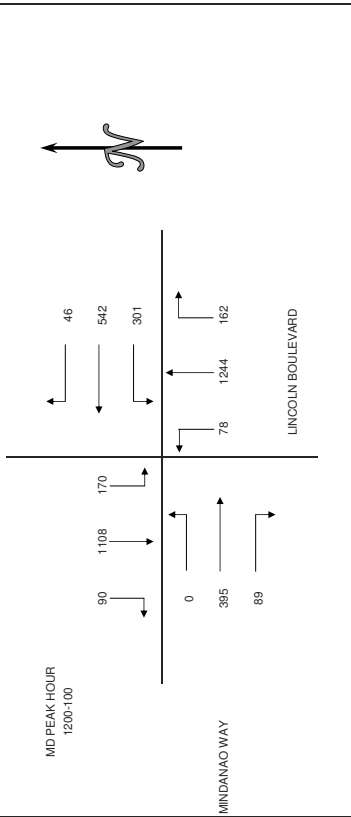
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W MINDANA O WAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	25	231	16	13	121	52	47	359	24	17	108	2	1015
11:15-11:30	26	278	29	8	102	47	49	348	21	19	102	1	1030
11:30-11:45	23	223	15	28	68	52	40	352	26	25	87	1	940
11:45-12:00	23	240	49	6	110	84	52	368	25	20	97	2	1076
12:00-12:15	22	247	44	11	120	77	54	348	15	18	120	0	1076
12:15-12:30	16	264	44	9	137	142	32	263	18	22	89	0	1047
12:30-12:45	28	145	37	14	133	27	34	263	19	20	78	0	796
12:45-1:00	28	452	45	12	152	95	42	350	26	29	117	0	1306
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	97	972	109	55	401	235	188	1427	96	81	394	6	4061
11:15-12:15	94	988	137	53	400	260	195	1416	87	82	406	4	4122
11:30-12:30	84	974	152	54	435	355	178	1351	84	85	384	3	4139
11:45-12:45	87	886	174	40	500	330	172	1262	77	80	375	2	3985
12:00-1:00	90	1108	170	46	542	301	162	1244	78	89	395	0	4225



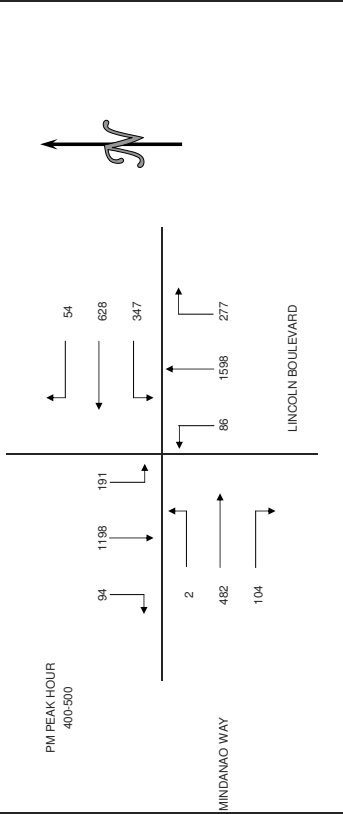
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS MINDANA O WAY
 EW LINCOLN BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	24	288	48	10	137	86	76	422	23	25	129	1	1269
4:15-4:30	24	302	43	14	159	87	68	411	21	24	123	1	1277
4:30-4:45	22	310	44	18	178	89	71	390	22	30	118	0	1232
4:45-5:00	24	298	56	12	154	85	62	375	20	25	112	0	1223
5:00-5:15	22	303	53	13	171	88	54	373	21	28	98	0	1226
5:15-5:30	22	312	59	8	161	85	59	368	19	30	100	0	1243
5:30-5:45	20	305	54	9	167	94	51	360	19	31	106	0	1236
5:45-6:00	21	312	46	13	181	84	51	353	17	30	107	1	1216
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-5:00	94	1198	191	54	628	347	277	1598	86	104	482	2	5061
4:15-5:15	92	1213	196	57	662	350	255	1549	84	107	452	1	5018
4:30-5:30	90	1223	212	51	664	345	246	1506	82	113	429	0	4984
4:45-5:45	88	1218	222	42	693	353	226	1476	79	114	417	0	4928
5:00-6:00	85	1232	212	43	720	352	215	1454	76	119	412	1	4921



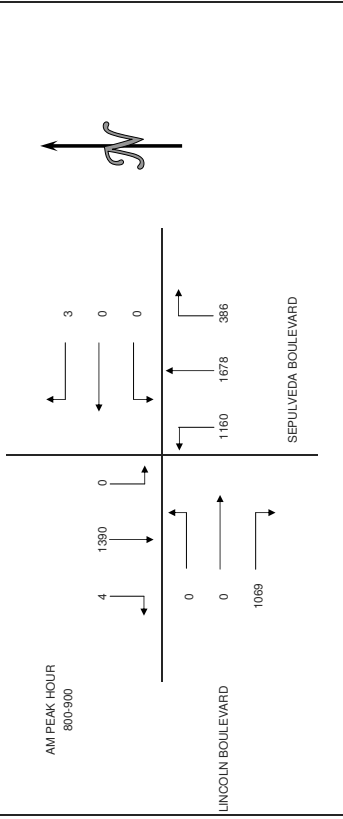
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS SEPULVEDA BOULEVARD
 EW LINCOLN BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	3	280	0	0	0	0	65	444	283	207	0	0	1282
7:15-7:30	0	287	0	1	0	0	63	454	290	228	0	0	1323
7:30-7:45	0	312	0	0	0	0	72	440	292	246	0	0	1362
7:45-8:00	0	330	0	0	0	0	88	438	302	288	0	0	1448
8:00-8:15	2	319	0	0	0	0	94	414	271	260	0	0	1360
8:15-8:30	0	379	0	0	0	0	65	427	303	248	0	0	1460
8:30-8:45	1	337	0	0	0	0	91	413	300	283	0	0	1423
8:45-9:00	1	355	0	3	0	0	106	424	286	280	0	0	1455
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	3	1189	0	2	0	0	289	1776	1167	969	0	0	5385
7:15-8:15	2	1248	0	2	0	0	318	1746	1155	1022	0	0	5493
7:30-8:30	2	1340	0	1	0	0	350	1719	1168	1040	0	0	5620
7:45-8:45	3	1385	0	1	0	0	369	1892	1176	1077	0	0	5683
8:00-9:00	4	1390	0	3	0	0	386	1878	1180	1069	0	0	5680



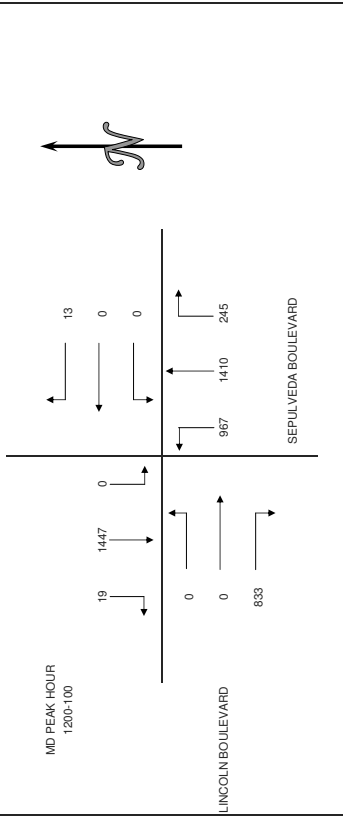
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W LINCOLN BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBLT	NBTH	EBRT	EBTH	EBTL	
1100-1115	2	312	0	3	0	0	53	332	208	169	0	0	1079
1115-1130	4	312	0	4	0	0	61	345	226	189	0	0	1141
1130-1145	1	326	0	8	0	0	83	343	236	199	0	0	1196
1145-1200	7	321	0	9	0	0	73	356	243	205	0	0	1214
1200-1215	5	347	0	2	0	0	62	357	262	209	0	0	1234
1215-1230	3	363	0	6	0	0	53	350	247	211	0	0	1236
1230-1245	2	375	0	2	0	0	64	350	245	205	0	0	1243
1245-1300	7	382	0	3	0	0	68	353	223	208	0	0	1222
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBLT	NBTH	EBRT	EBTH	EBTL	
100-1200	14	1271	0	24	0	0	270	1376	913	762	0	0	4630
1115-1215	17	1306	0	23	0	0	279	1401	967	802	0	0	4785
1130-1230	18	1357	0	25	0	0	271	1406	978	824	0	0	4879
1145-1245	19	1406	0	19	0	0	252	1413	987	830	0	0	4926
1200-1300	19	1447	0	13	0	0	245	1410	967	833	0	0	4934



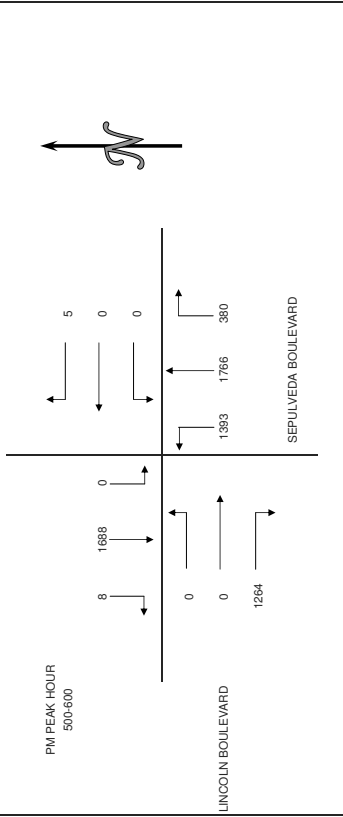
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W LINCOLN BOULEVARD

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBLT	NBTH	EBRT	EBTH	EBTL	
400-415	4	386	0	3	0	0	79	396	265	323	0	0	1436
415-430	2	368	0	7	0	0	77	392	274	321	0	0	1441
430-445	5	378	0	3	0	0	88	420	306	310	0	0	1510
445-500	2	390	0	2	0	0	77	445	320	319	0	0	1555
500-515	5	408	0	1	0	0	83	453	338	327	0	0	1615
515-530	1	429	0	0	0	0	89	458	365	311	0	0	1654
530-545	2	437	0	2	0	0	97	440	343	308	0	0	1629
545-600	0	414	0	2	0	0	111	414	347	318	0	0	1606
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBLT	NBTH	EBRT	EBTH	EBTL	
400-600	13	1502	0	15	0	0	321	1653	1165	1273	0	0	5942
415-515	14	1544	0	13	0	0	325	1710	1238	1277	0	0	6121
430-530	13	1605	0	6	0	0	337	1777	1329	1267	0	0	6534
445-545	10	1664	0	5	0	0	346	1797	1366	1265	0	0	6453
500-600	8	1688	0	5	0	0	360	1766	1338	1264	0	0	6504



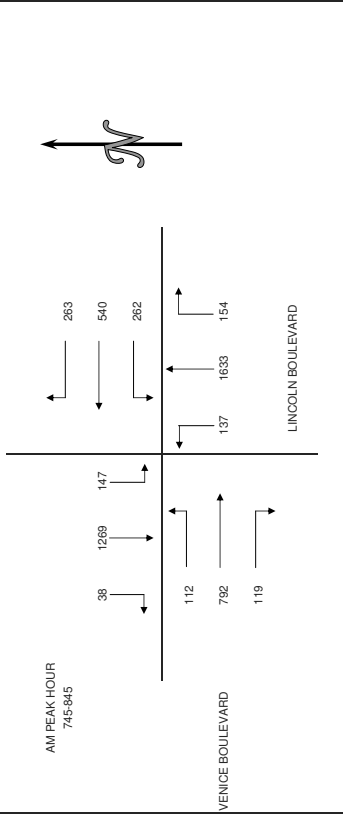
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W VENICE BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	6	233	20	54	97	45	27	462	33	17	117	7	1118
7:15-7:30	8	247	27	49	91	50	34	454	29	18	134	13	1154
7:30-7:45	12	284	36	51	113	55	36	432	30	27	164	16	1256
7:45-8:00	9	297	35	67	122	67	31	435	25	26	176	26	1316
8:00-8:15	9	320	27	69	128	68	44	419	32	28	215	30	1380
8:15-8:30	9	333	38	67	140	64	42	402	41	31	205	28	1401
8:30-8:45	11	319	46	60	149	53	37	377	39	34	196	28	1359
8:45-9:00	14	322	49	61	147	56	28	348	38	36	180	20	1297
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	35	1061	118	221	423	217	128	1783	117	88	591	62	4844
7:15-8:15	38	1148	125	236	455	240	145	1740	116	99	689	85	5116
7:30-8:30	39	1234	137	254	504	254	153	1689	128	112	760	100	5363
7:45-8:45	38	1269	147	263	540	262	154	1633	137	119	792	112	5466
8:00-9:00	43	1294	161	257	565	251	148	1546	150	129	796	106	5447



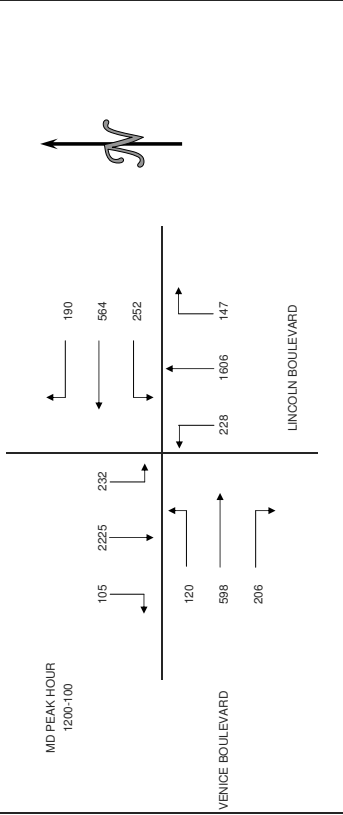
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W VENICE BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	53	310	30	32	137	31	35	389	39	23	116	33	1228
11:15-11:30	48	322	33	30	146	45	34	432	49	41	127	29	1336
11:30-11:45	39	343	40	43	151	51	38	432	61	46	132	24	1400
11:45-12:00	31	373	45	53	156	49	36	421	64	63	150	33	1428
12:00-12:15	20	1085	42	59	157	60	37	441	64	65	185	26	2214
12:15-12:30	23	368	53	44	134	62	37	418	59	51	162	32	1462
12:30-12:45	28	373	65	46	138	64	34	387	53	41	142	28	1399
12:45-1:00	34	379	70	48	135	66	39	360	55	49	129	34	1399
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	171	602	148	158	590	176	143	1674	213	173	525	119	4692
11:15-12:15	138	1377	160	178	610	205	145	1726	238	215	574	112	5678
11:30-12:30	113	1443	182	192	598	222	148	1712	245	225	609	115	5604
11:45-12:45	102	1473	207	195	595	235	144	1667	237	220	619	119	5603
12:00-1:00	105	2225	232	190	564	252	147	1606	228	206	598	120	6473



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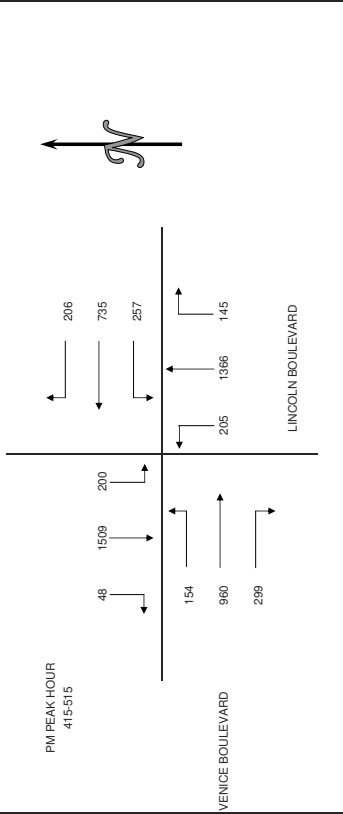
Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

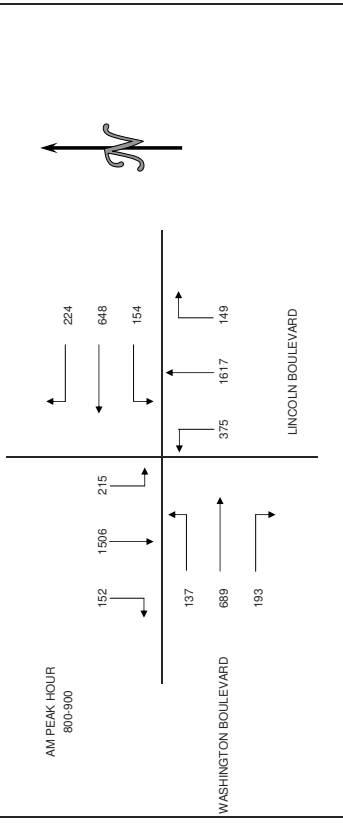
CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W VENICE BOULEVARD

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W WASHINGTON BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	352	56	31	140	56	49	323	42	66	195	55	1376
415-430	12	383	52	45	166	54	37	331	47	72	225	47	1471
430-445	9	381	41	52	185	69	38	348	55	86	241	39	1544
445-500	11	395	57	50	192	64	37	373	60	78	248	37	1532
500-515	16	360	50	59	192	70	33	314	43	63	246	31	1477
515-530	12	330	48	48	186	66	32	268	32	54	224	22	1344
530-545	5	326	40	45	176	47	23	278	36	43	163	24	1228
545-600	3	302	53	50	199	36	20	250	40	55	169	28	1165
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	43	1501	206	178	683	243	161	1375	204	302	909	178	5983
415-515	48	1509	200	206	735	257	145	1966	205	299	960	154	6084
430-530	48	1456	197	209	755	269	140	1324	190	281	959	129	5957
445-545	44	1401	196	202	746	247	125	1254	171	238	901	114	5639
500-600	36	1318	192	202	713	219	108	1131	151	215	822	105	5212



15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	234	22	21	75	9	23	394	88	55	91	20	1053
715-730	18	252	26	46	80	12	21	410	95	62	106	20	1148
730-745	23	308	33	47	111	16	19	430	111	55	123	36	1312
745-800	29	323	46	53	140	24	25	404	126	58	139	36	1403
800-815	35	348	46	65	170	26	28	398	109	49	155	32	1461
815-830	41	369	40	62	155	34	35	303	83	47	168	38	1492
830-845	41	387	56	50	158	43	42	406	84	44	179	35	1523
845-900	35	405	67	47	165	51	44	410	93	53	187	34	1591
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	91	1117	127	167	406	61	88	1638	420	230	459	112	4916
715-815	105	1231	151	211	501	78	93	1642	441	224	523	124	5324
730-830	128	1345	171	227	576	100	107	1635	435	209	585	140	5658
745-845	146	1484	194	230	623	127	130	1611	408	198	641	139	5671
800-900	152	1506	215	224	648	154	148	1617	375	193	688	137	6059



WILTEC

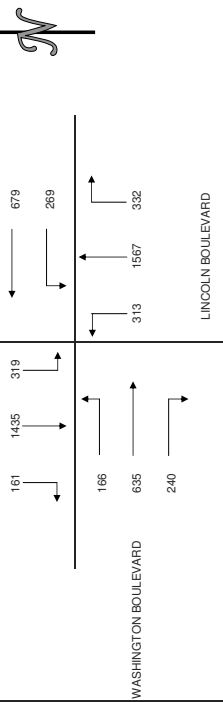
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY JULY 17, 2008
 Period: 11:00 AM TO 1:00 PM
 Intersection: N/S LINCOLN BOULEVARD
 E/W WASHINGTON BOULEVARD

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: THURSDAY JULY 17, 2008
 Period: 4:00 PM TO 6:00 PM
 Intersection: N/S LINCOLN BOULEVARD
 E/W WASHINGTON BOULEVARD

PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	30	299	70	61	122	43	65	351	73	29	128	39	1310
11:15-11:30	42	325	92	76	134	59	79	366	85	39	136	49	1481
11:30-11:45	46	357	82	82	169	59	72	385	80	58	133	38	1561
11:45-12:00	48	349	86	88	153	57	81	405	70	64	144	36	1581
12:00-12:15	43	329	80	89	164	68	83	407	70	80	151	34	1588
12:15-12:30	43	356	83	81	150	68	74	399	73	61	164	41	1586
12:30-12:45	36	361	80	90	170	74	83	375	81	55	156	45	1606
12:45-1:00	37	388	76	96	195	58	92	386	89	44	164	48	1672
HOURLY TOTALS	161	1435	319	356	678	288	332	1567	313	240	635	166	6472

MD PEAK HOUR
1200-1:00

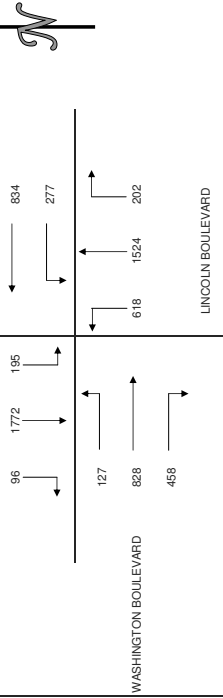


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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	39	434	59	67	163	48	59	349	71	64	188	21	1541
4:15-4:30	23	427	59	62	202	62	57	374	104	97	172	37	1675
4:30-4:45	35	402	70	77	200	73	78	385	118	105	174	37	1764
4:45-5:00	34	424	49	65	205	63	59	261	121	96	196	32	1565
5:00-5:15	30	433	58	50	204	68	69	382	132	107	195	44	1772
5:15-5:30	23	453	51	62	190	60	34	200	133	115	203	23	1571
5:30-5:45	25	469	46	84	227	80	51	508	151	117	204	30	1992
5:45-6:00	18	477	40	55	213	69	48	434	132	119	224	28	1847
HOURLY TOTALS	181	1772	195	251	834	277	202	1524	618	458	828	127	7182

PM PEAK HOUR
5:00-6:00



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

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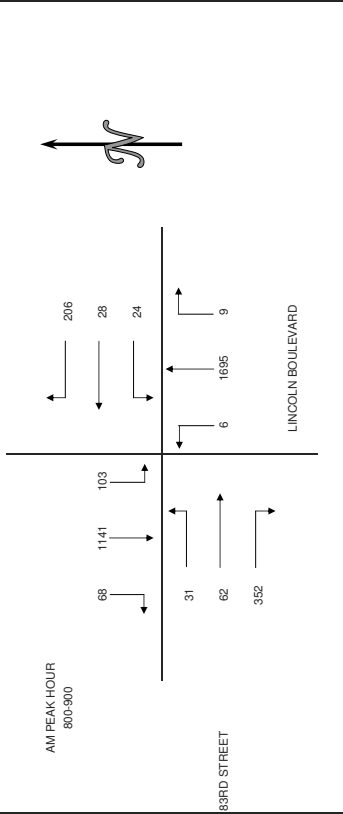
Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

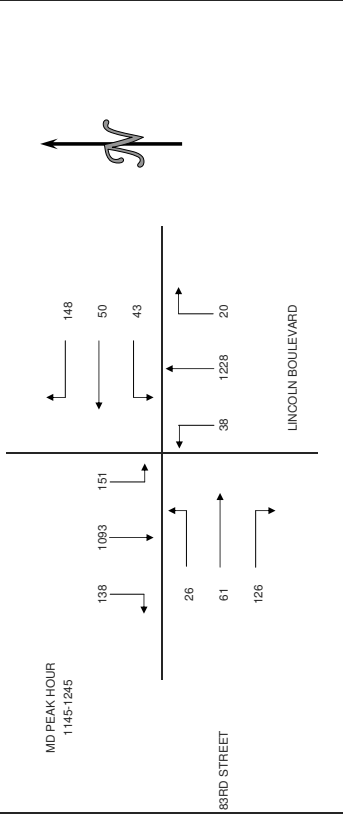
CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W 83RD STREET

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W 83RD STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	10	202	13	42	5	4	1	410	2	58	6	8	761
7:15-7:30	15	223	11	47	6	6	2	416	2	56	5	10	799
7:30-7:45	11	238	11	54	13	4	4	426	3	58	11	7	840
7:45-8:00	21	232	13	48	12	8	4	404	3	73	12	10	840
8:00-8:15	14	253	20	50	9	8	0	400	5	75	18	5	857
8:15-8:30	17	231	24	47	4	4	2	403	0	63	15	5	868
8:30-8:45	22	282	22	52	3	5	3	447	1	96	13	12	938
8:45-9:00	15	315	37	57	12	7	4	442	0	98	16	9	1012
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	57	895	48	191	36	22	11	1656	10	245	34	35	3240
7:15-8:15	61	946	55	199	40	26	10	1646	13	262	46	32	3336
7:30-8:30	63	1014	68	199	38	24	10	1636	11	289	56	27	3435
7:45-8:45	74	1058	79	197	28	25	9	1657	9	327	58	32	3553
8:00-9:00	68	1141	103	206	28	24	8	1695	6	352	62	31	3725



15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	24	231	38	53	11	10	8	318	8	25	16	9	751
11:15-11:30	23	232	30	47	11	8	2	304	3	31	13	8	712
11:30-11:45	26	251	31	40	11	9	4	322	9	25	10	9	747
11:45-12:00	31	308	32	32	9	15	9	292	12	30	17	6	798
12:00-12:15	34	284	41	45	15	10	3	295	11	36	15	8	777
12:15-12:30	42	253	38	32	14	8	5	323	10	34	12	5	761
12:30-12:45	31	288	40	39	12	9	3	305	5	26	17	7	766
12:45-1:00	27	279	31	44	8	7	6	308	6	28	18	6	766
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1:00-12:00	104	1022	131	172	42	42	23	1241	32	111	56	32	3008
11:15-12:15	114	1095	134	164	46	42	18	1218	35	122	55	31	3034
11:30-12:30	133	1076	142	149	49	43	21	1241	42	125	54	28	3103
11:45-12:45	138	1083	151	148	50	43	20	1228	38	126	61	26	3122
12:00-1:00	134	1084	150	160	48	35	17	1238	32	122	62	26	3090



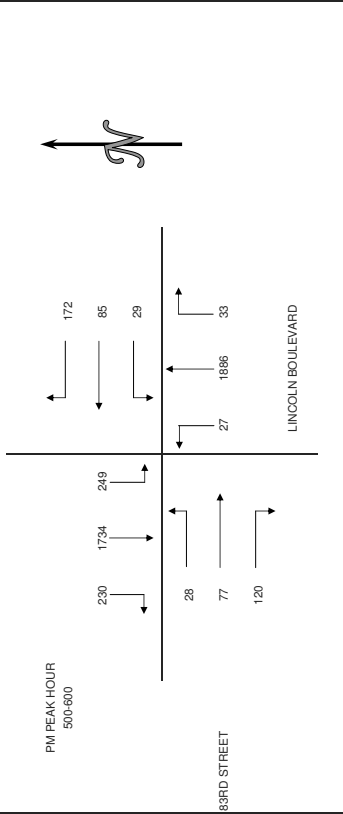
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, AUGUST 13, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W 83RD STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	40	389	42	41	21	4	3	401	8	17	14	12	982
415-430	35	391	41	38	13	8	7	437	7	23	15	5	1020
430-445	30	403	52	32	20	3	3	432	10	23	10	7	1025
445-500	49	418	46	33	16	6	7	447	8	20	21	5	1076
500-515	43	428	68	41	16	11	9	453	6	32	19	4	1128
515-530	58	456	61	57	22	7	7	468	3	28	20	10	1162
530-545	62	435	59	35	21	4	9	476	10	22	23	8	1164
545-600	69	417	60	39	26	7	8	452	6	40	15	6	1185
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	154	1601	181	144	70	21	20	1717	33	83	60	29	4113
415-515	157	1638	208	144	65	28	26	1769	31	98	65	21	4250
430-530	178	1703	228	163	74	27	26	1797	29	101	70	26	4422
445-545	210	1735	235	166	75	28	32	1841	29	100	83	27	4561
500-600	230	1734	249	172	85	29	33	1886	27	120	77	28	4670



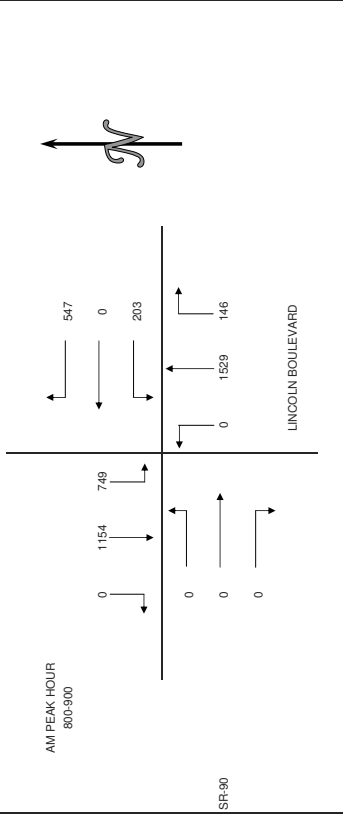
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 3, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W SR-90

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	193	139	151	0	29	18	357	0	0	0	0	887
715-730	0	219	145	137	0	32	27	354	0	0	0	0	914
730-745	0	233	154	145	0	27	36	368	0	0	0	0	963
745-800	0	252	174	150	0	42	25	373	0	0	0	0	1016
800-815	0	271	181	155	0	48	47	398	0	0	0	0	1109
815-830	0	282	180	143	0	63	42	401	0	0	0	0	1121
830-845	0	291	190	131	0	53	34	376	0	0	0	0	1075
845-900	0	310	178	118	0	38	23	358	0	0	0	0	1023
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	897	612	583	0	130	106	1452	0	0	0	0	3780
715-815	0	975	664	587	0	150	135	1481	0	0	0	0	4002
730-830	0	1038	709	593	0	181	150	1538	0	0	0	0	4209
745-845	0	1086	745	579	0	207	148	1546	0	0	0	0	4321
800-900	0	1154	749	547	0	203	146	1529	0	0	0	0	4328



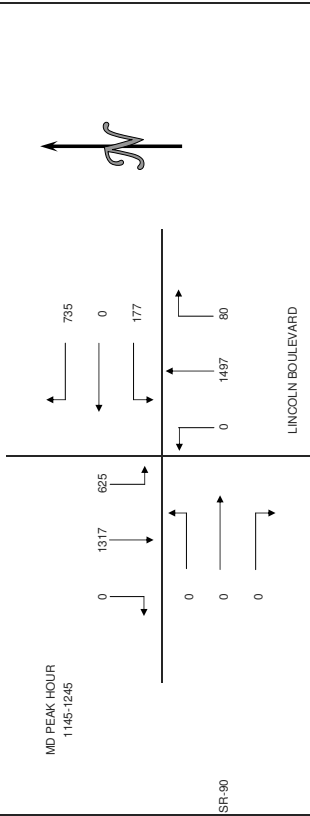
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W SR-90

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	0	273	124	185	0	41	17	320	0	0	0	0	960
11:15-11:30	0	303	136	183	0	56	25	312	0	0	0	0	1015
11:30-11:45	0	331	144	176	0	42	32	359	0	0	0	0	1084
11:45-12:00	0	351	160	182	0	44	28	365	0	0	0	0	1130
12:00-12:15	0	327	148	184	0	41	23	394	0	0	0	0	1117
12:15-12:30	0	315	156	171	0	43	15	360	0	0	0	0	1068
12:30-12:45	0	324	161	196	0	49	14	358	0	0	0	0	1104
12:45-1:00	0	328	167	186	0	50	8	350	0	0	0	0	1089
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	0	1258	564	726	0	183	102	1356	0	0	0	0	4189
11:15-12:15	0	1312	588	725	0	183	108	1430	0	0	0	0	4346
11:30-12:30	0	1324	608	713	0	170	98	1486	0	0	0	0	4411
11:45-12:45	0	1317	625	735	0	177	80	1497	0	0	0	0	4431
12:00-1:00	0	1294	632	738	0	183	60	1482	0	0	0	0	4390



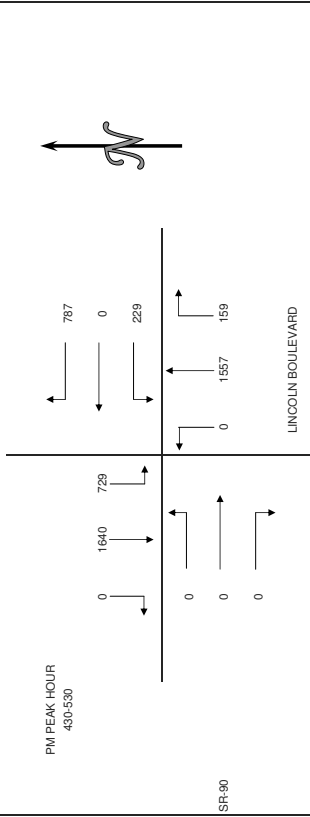
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY JULY 17, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W SR-90

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-4:15	0	384	175	198	0	37	18	338	0	0	0	0	1130
4:15-4:30	0	393	181	193	0	39	21	345	0	0	0	0	1171
4:30-4:45	0	405	184	204	0	57	28	378	0	0	0	0	1266
4:45-5:00	0	417	187	201	0	64	37	393	0	0	0	0	1305
5:00-5:15	0	405	181	198	0	64	56	390	0	0	0	0	1289
5:15-5:30	0	413	177	198	0	44	38	390	0	0	0	0	1251
5:30-5:45	0	403	178	196	0	26	25	390	0	0	0	0	1208
5:45-6:00	0	385	180	182	0	26	24	384	0	0	0	0	1182
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	0	1579	727	796	0	196	104	1460	0	0	0	0	4862
4:15-5:15	0	1620	733	791	0	223	142	1512	0	0	0	0	5021
4:30-5:30	0	1640	729	787	0	229	159	1557	0	0	0	0	5101
4:45-5:45	0	1638	723	769	0	196	156	1569	0	0	0	0	5053
5:00-6:00	0	1607	716	750	0	160	143	1554	0	0	0	0	4890



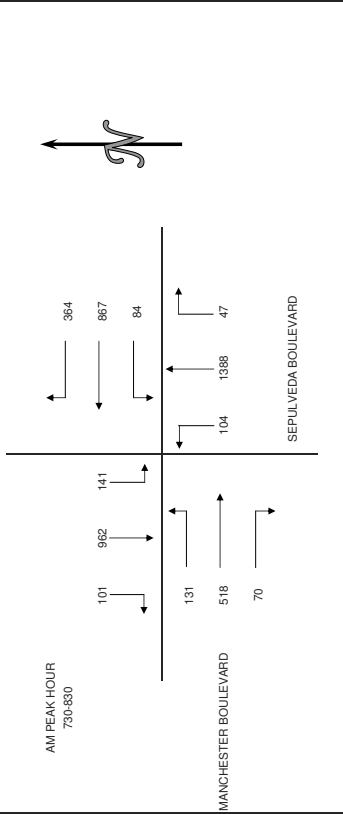
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W MANCHESTER BOULEVARD

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
7:00-7:15	19	199	23	81	201	14	13	356	17	12	99	30
7:15-7:30	22	208	24	95	215	15	14	370	16	11	111	21
7:30-7:45	28	225	34	100	223	23	11	364	24	20	127	26
7:45-8:00	30	242	33	90	230	22	14	328	32	15	140	30
8:00-8:15	21	223	42	93	212	24	11	338	28	16	134	41
8:15-8:30	22	272	32	81	202	16	11	357	20	13	117	34
8:30-8:45	28	243	23	78	200	16	11	372	23	24	122	25
8:45-9:00	34	235	33	86	196	25	15	331	23	19	123	32
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	197	1824	182	725	2052	109	148	1109	163	83	441	275
7:00-8:00	99	874	114	366	869	74	52	1418	89	58	477	107
7:15-8:15	101	898	133	378	860	84	50	1401	100	62	512	118
7:30-8:30	101	962	141	364	867	84	47	1388	104	70	518	131
7:45-8:45	101	980	130	342	844	79	47	1396	105	74	513	130
8:00-9:00	105	973	130	338	810	82	48	1399	96	78	496	132



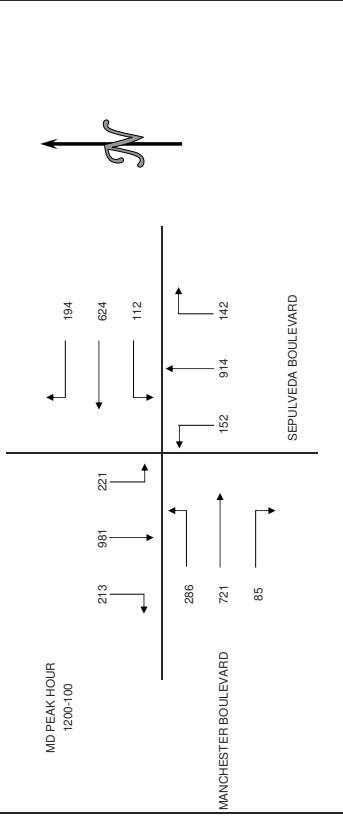
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W MANCHESTER BOULEVARD

15 MIN COUNTS												
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL												
11:00-11:15	45	230	56	50	110	32	41	297	49	27	95	70
11:15-11:30	46	233	43	63	115	27	36	301	49	20	103	64
11:30-11:45	53	218	38	72	134	26	31	268	33	19	118	73
11:45-12:00	53	243	45	70	143	22	40	242	32	17	125	68
12:00-12:15	59	256	51	69	161	32	46	232	45	18	156	54
12:15-12:30	46	260	61	58	183	28	33	246	31	22	179	66
12:30-12:45	51	238	54	34	159	21	28	224	44	21	200	82
12:45-1:00	55	227	55	50	121	30	35	208	32	24	186	85
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
TOTAL	197	1824	182	725	2052	109	148	1109	163	83	441	275
11:00-12:00	197	924	182	255	502	109	148	1109	163	83	441	275
11:15-12:15	211	950	177	257	553	109	153	1049	159	74	502	259
11:30-12:30	213	977	195	252	621	111	150	993	141	76	578	260
11:45-12:45	211	987	211	214	646	104	147	948	132	78	600	269
12:00-1:00	213	981	221	194	624	112	142	914	132	85	721	286



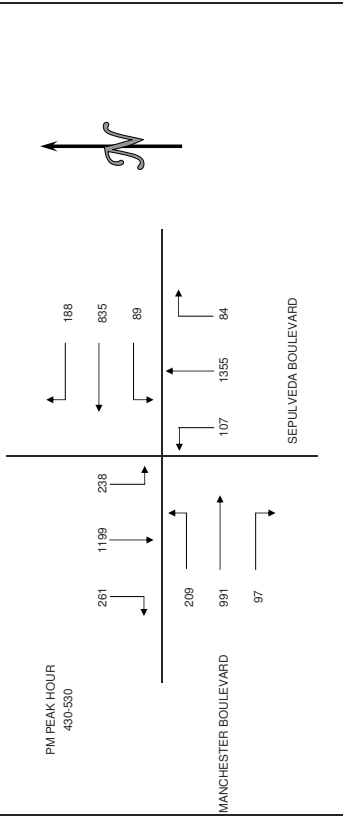
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W MANCHESTER BOULEVARD

PERIOD	1		2		3		4		5		6		7		8		9		10		11		12		TOTAL
	SBRT	SBTH	SBTH	SBTH	SBTL	SBTL	WBRT	WBTL	WBTL	WBTL	NBLT	NBLT	NBLT	NBLT	EBRT	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	
400-415	57	239	50	44	194	21	25	332	26	22	221	51	1282												
415-430	57	254	55	36	198	14	18	321	23	25	231	54	1286												
430-445	63	316	60	49	210	20	17	344	27	21	235	44	1406												
445-500	66	308	56	43	215	22	26	333	28	22	233	55	1407												
500-515	70	288	61	57	212	25	22	315	22	32	259	60	1459												
515-530	62	287	61	38	186	22	19	327	30	22	264	50	1381												
530-545	51	263	58	45	215	21	29	346	23	16	246	58	1375												
545-600	67	298	67	43	224	17	27	358	30	19	239	45	1434												
HOUR TOTALS																									
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL												
400-500	243	1117	221	172	817	77	86	1330	104	90	920	204	5381												
415-515	256	1166	232	185	835	81	83	1349	100	100	958	213	5556												
430-530	261	1199	238	188	835	89	84	1355	107	97	991	209	5653												
445-545	249	1146	236	184	840	90	96	1359	105	92	1002	223	5622												
500-600	250	1136	247	184	848	85	97	1384	107	88	1008	213	5649												



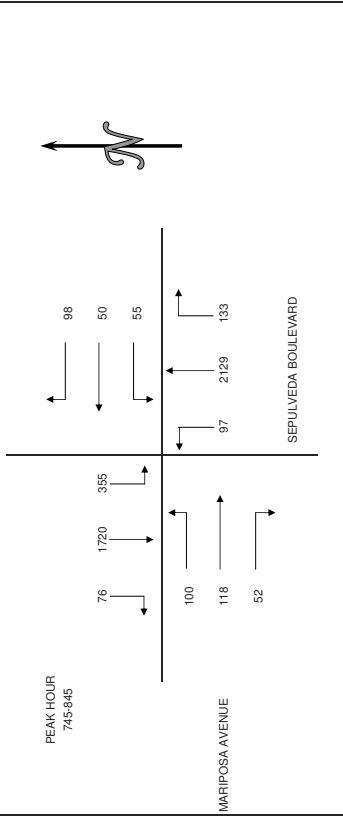
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: COMFERRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 28, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W MARIPOSA AVENUE

PERIOD	1		2		3		4		5		6		7		8		9		10		11		12		TOTAL
	SBRT	SBTH	SBTH	SBTH	SBTL	SBTL	WBRT	WBTL	WBTL	WBTL	NBLT	NBLT	NBLT	NBLT	EBRT	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	EBTH	
700-715	22	314	62	20	12	12	9	16	480	18	12	25	24	1024											
715-730	20	364	49	22	6	6	19	478	24	13	21	25	1037												
730-745	15	392	65	32	16	14	20	538	26	12	23	26	1179												
745-800	27	454	92	21	16	10	27	527	23	8	26	19	1250												
800-815	19	421	83	27	12	8	35	472	19	14	33	30	1173												
815-830	19	456	104	29	15	17	35	563	27	19	32	27	1343												
830-845	11	389	76	21	7	20	36	567	28	11	27	24	1277												
845-900	17	431	84	30	13	21	35	518	20	11	43	24	1227												
HOUR TOTALS																									
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL												
700-800	84	1514	268	95	50	39	82	2033	91	45	95	94	4490												
715-815	81	1621	289	102	50	36	101	2015	92	47	103	100	4639												
730-830	80	1723	344	109	59	49	117	2100	95	53	114	102	4945												
745-845	76	1720	355	98	50	55	133	2129	97	52	118	100	4983												
800-900	66	1697	327	107	47	66	141	2120	94	55	135	105	4860												



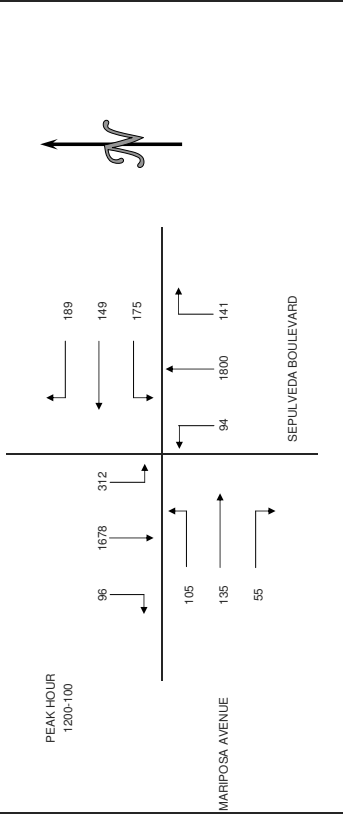
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY AUGUST 28, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 EW MARIPOSA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	17	413	79	31	26	34	16	410	18	12	25	24	1105
11:15-11:30	23	402	60	46	36	39	19	398	24	13	21	25	1106
11:30-11:45	21	381	55	48	43	51	20	458	26	12	23	26	1164
11:45-12:00	18	408	60	41	42	27	447	23	19	8	26	19	1170
12:00-12:15	30	430	81	57	42	52	35	412	19	14	33	30	1237
12:15-12:30	23	409	66	38	42	38	35	463	27	18	32	27	1222
12:30-12:45	17	427	71	45	39	55	38	467	23	11	27	24	1267
12:45-1:00	26	410	92	48	26	30	35	438	20	11	43	24	1203
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	79	1604	254	166	147	175	82	1713	91	45	95	94	4545
11:15-12:15	92	1623	256	192	163	193	101	1715	92	47	103	100	4677
11:30-12:30	92	1630	254	185	169	192	117	1780	95	53	114	102	4783
11:45-12:45	88	1676	290	182	165	196	133	1809	97	52	118	100	4896
12:00-1:00	96	1678	312	189	148	175	141	1800	94	55	135	105	4929



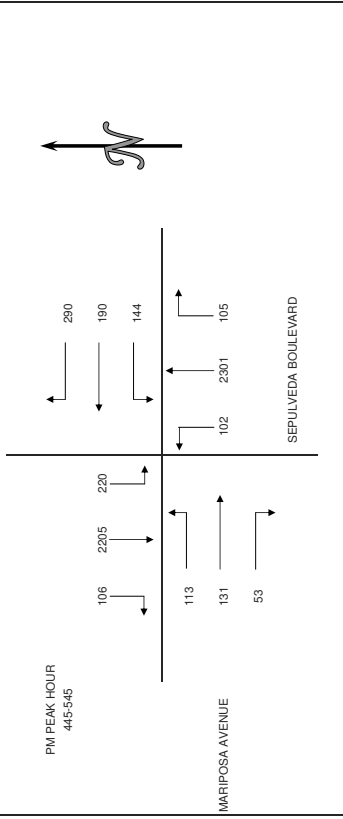
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY AUGUST 28, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 EW MARIPOSA AVENUE

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-4:15	18	400	41	49	44	36	19	495	11	14	32	31	1190
4:15-4:30	28	438	53	51	40	33	29	529	34	21	51	31	1381
4:30-4:45	16	505	55	65	51	36	24	535	22	16	28	27	1381
4:45-5:00	29	541	52	70	47	35	25	578	21	10	27	20	1455
5:00-5:15	26	524	51	71	46	33	32	623	26	14	30	36	1512
5:15-5:30	21	582	53	76	47	35	28	594	23	12	37	33	1543
5:30-5:45	30	568	64	73	50	41	20	506	30	17	37	24	1450
5:45-6:00	27	486	54	50	55	34	28	480	32	12	40	30	1328
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
4:00-5:00	91	1884	201	235	182	140	97	2137	88	61	139	109	5364
4:15-5:15	99	2008	211	257	184	137	110	2265	103	61	137	114	5686
4:30-5:30	92	2152	211	282	191	139	109	2300	94	52	123	116	5691
4:45-5:45	106	2205	220	290	190	144	105	2301	102	53	131	113	5980
5:00-6:00	104	2150	222	270	198	143	108	2203	113	55	144	123	5833



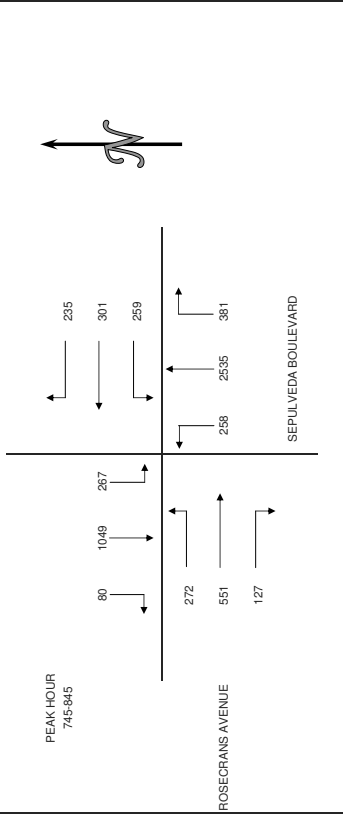
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 8, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W ROSECRANS AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	21	179	28	39	60	71	62	541	44	15	88	63	1211
7:15-7:30	19	226	38	56	66	60	59	589	62	19	91	58	1343
7:30-7:45	21	251	53	62	62	57	72	625	54	30	115	63	1465
7:45-8:00	20	284	77	45	81	59	94	655	76	39	133	70	1633
8:00-8:15	18	273	76	59	74	72	108	678	76	28	158	73	1688
8:15-8:30	22	229	59	68	66	56	80	594	46	30	125	58	1478
8:30-8:45	20	263	55	63	80	68	98	570	60	30	135	65	1508
8:45-9:00	14	287	77	68	75	43	113	498	72	28	138	49	1482
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	81	940	196	202	269	247	287	2410	236	103	427	254	5652
7:15-8:15	78	1034	244	222	283	248	334	2545	288	116	497	270	6139
7:30-8:30	81	1037	265	234	283	247	355	2590	252	127	531	270	6272
7:45-8:45	80	1049	297	295	301	259	381	2535	298	127	551	272	6315
8:00-9:00	74	1052	267	258	295	243	400	2378	264	116	576	251	6164



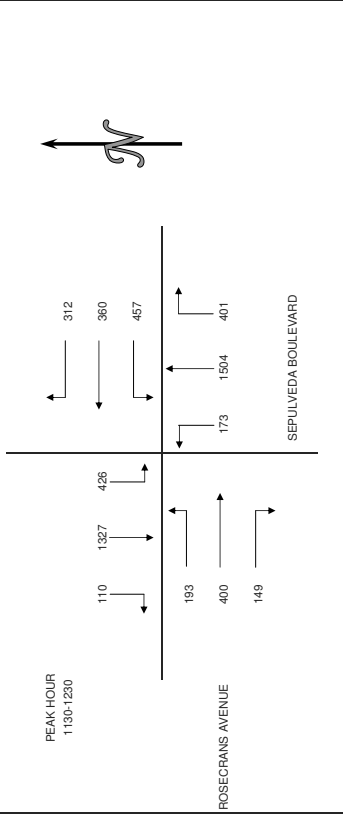
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 8, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W ROSECRANS AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	25	316	113	65	87	102	94	320	57	50	101	53	1383
11:15-11:30	26	328	107	89	74	95	85	365	37	38	93	37	1375
11:30-11:45	22	340	94	83	93	125	104	383	50	41	107	51	1483
11:45-12:00	38	314	117	73	91	101	93	344	38	35	111	48	1405
12:00-12:15	20	324	101	76	82	113	93	378	38	36	90	45	1397
12:15-12:30	30	349	114	80	84	118	110	395	45	37	92	49	1517
12:30-12:45	33	276	105	68	64	91	102	412	43	45	103	55	1477
12:45-1:00	24	350	89	66	84	85	123	435	38	31	84	50	1459
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	111	1298	431	310	345	423	377	1413	183	164	412	189	5656
11:15-12:15	106	1306	419	321	340	434	376	1471	165	150	401	181	5670
11:30-12:30	110	1327	426	312	360	457	401	1504	173	149	400	193	5612
11:45-12:45	141	1283	437	297	331	423	389	1533	166	153	396	197	5788
12:00-1:00	127	1279	409	290	324	407	428	1624	185	148	368	199	5790



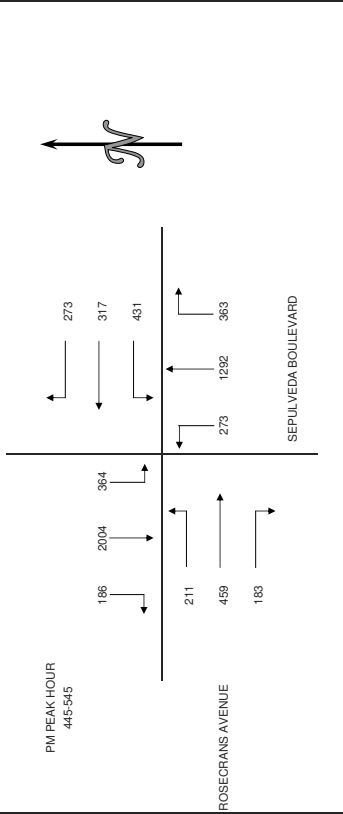
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY JULY 8, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W ROSECRANS AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
400-415	39	467	104	72	52	106	85	292	47	36	118	44	1462
415-430	42	502	81	79	92	103	94	308	52	38	121	59	1571
430-445	28	494	116	51	61	90	77	302	83	31	98	42	1473
445-500	47	455	104	81	82	107	86	293	65	41	104	59	1524
500-515	56	511	94	65	83	109	104	340	67	44	122	56	1851
515-530	28	536	81	58	70	115	80	320	80	56	127	53	1625
530-545	53	502	75	68	82	100	83	339	61	42	106	43	1596
545-600	20	352	70	48	99	95	80	275	59	53	112	60	1321
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	156	1918	405	283	287	406	342	1195	247	146	441	204	6030
415-515	173	1982	395	276	318	409	361	1243	287	154	445	216	6219
430-530	159	1996	405	256	296	421	357	1255	295	172	451	210	6273
445-545	186	2004	394	273	317	431	363	1292	273	183	459	211	6356
500-600	159	1801	330	238	334	413	357	1274	267	195	467	212	6153



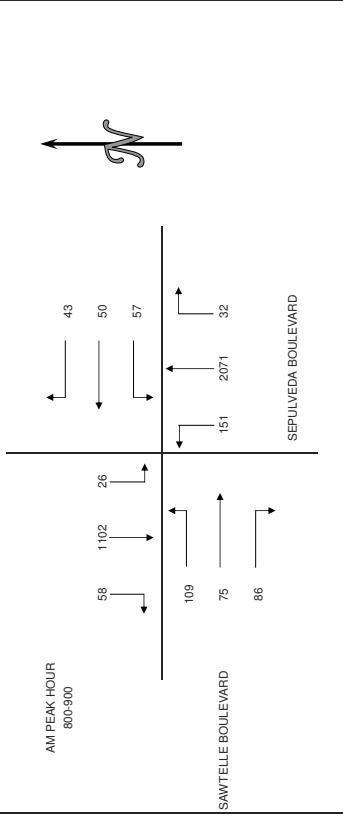
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: COMFERRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY AUGUST 14, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SAWTELLE BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
700-715	7	213	8	11	12	9	8	380	28	15	8	16	715
715-730	8	223	5	7	14	7	395	20	11	13	19	731	
730-745	5	231	4	8	11	4	486	28	15	18	21	839	
745-800	10	255	11	10	11	15	8	527	34	12	14	31	938
800-815	15	284	4	14	12	14	6	494	43	18	21	25	960
815-830	19	260	4	10	13	12	10	523	40	23	18	22	858
830-845	14	284	8	11	11	17	7	507	47	25	18	33	922
845-900	10	254	10	8	14	14	9	541	21	20	20	29	960
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	30	922	28	37	38	49	27	1789	110	53	53	87	3223
715-815	38	1003	24	40	38	54	25	1903	125	56	66	96	3466
730-830	49	1040	23	42	44	52	28	2036	145	68	69	99	3695
745-845	58	1083	27	45	47	56	31	2057	164	78	69	111	3838
800-900	58	1102	26	43	50	57	32	2071	151	86	75	109	3860



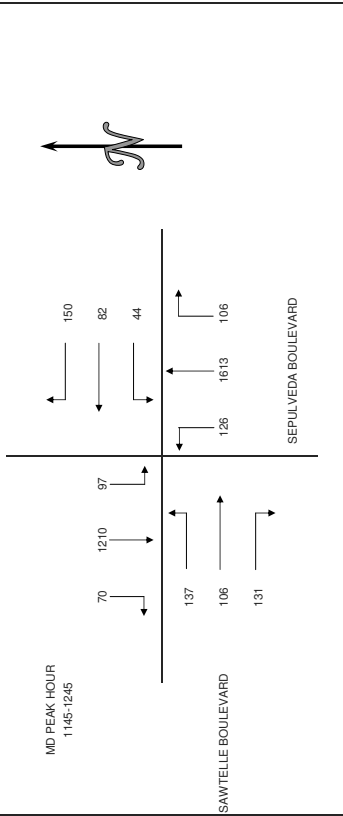
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SAWTELLE BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	NBRT	NBLT	EBRT	EBTH	EBLT	TOTAL		
11:00-11:15	18	248	24	22	19	9	22	376	31	30	31	36	866
11:15-11:30	21	267	22	23	15	9	21	395	27	31	29	48	909
11:30-11:45	17	278	28	25	11	10	17	385	39	34	19	34	897
11:45-12:00	18	322	24	32	17	14	21	398	32	35	24	37	974
12:00-12:15	18	307	19	44	23	11	21	428	31	31	23	41	988
12:15-12:30	18	296	31	36	19	6	30	402	23	32	30	23	858
12:30-12:45	15	285	23	36	23	13	34	384	33	33	23	30	942
12:45-1:00	17	297	28	43	18	5	35	396	30	31	19	32	951
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	NBRT	NBLT	EBRT	EBTH	EBLT	TOTAL		
100-1200	74	1115	98	102	62	42	81	1555	129	130	103	155	3646
1115-1215	74	1174	93	124	66	44	80	1608	129	131	95	160	3778
1130-1230	72	1203	102	137	70	41	89	1614	130	132	96	141	3827
1145-1245	70	1210	97	150	82	44	106	1613	126	131	106	137	3872
1200-1:00	69	1185	101	161	83	35	120	1611	124	127	101	132	3849



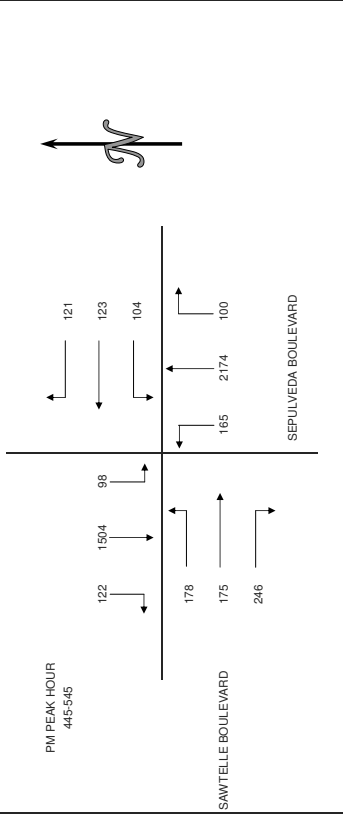
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 14, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SAWTELLE BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	NBRT	NBLT	EBRT	EBTH	EBLT	TOTAL		
4:00-4:15	24	328	25	18	20	25	29	463	47	58	39	38	1114
4:15-4:30	29	328	32	18	31	35	35	481	34	44	41	49	1157
4:30-4:45	31	371	26	24	23	32	25	510	44	57	37	42	1222
4:45-5:00	31	403	26	22	29	36	32	541	41	62	39	49	1311
5:00-5:15	29	363	20	28	23	25	23	540	36	65	41	47	1241
5:15-5:30	28	368	24	32	19	22	22	554	42	53	47	34	1263
5:30-5:45	33	370	28	36	34	24	23	538	46	64	48	48	1295
5:45-6:00	42	354	23	36	32	31	28	544	44	52	35	36	1257
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	NBRT	NBLT	EBRT	EBTH	EBLT	TOTAL		
400-500	115	1430	109	82	103	128	121	1995	166	221	156	178	4804
415-515	120	1465	104	83	106	128	115	2072	155	228	158	187	4931
430-530	120	1595	96	107	112	112	102	2145	163	239	164	172	5037
445-545	122	1594	98	121	123	104	100	2174	165	246	175	178	5110
500-600	133	1455	95	135	126	99	96	2177	188	236	171	165	5066



WILTEC

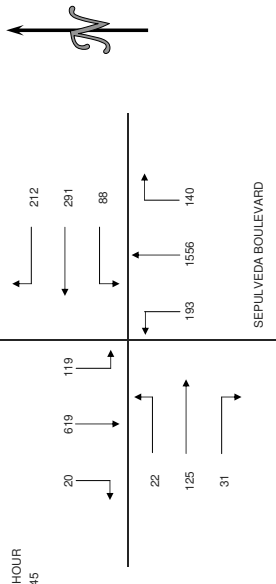
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SLAUSON AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	2	107	19	43	67	20	24	367	47	10	21	2	729
7:15-7:30	5	123	25	54	72	18	28	401	42	9	25	5	807
7:30-7:45	4	135	26	61	60	27	20	415	36	7	34	2	827
7:45-8:00	6	163	25	61	73	26	33	429	51	11	30	3	911
8:00-8:15	7	143	31	57	76	18	36	377	49	10	29	2	835
8:15-8:30	3	160	32	48	68	20	30	369	51	7	30	3	826
8:30-8:45	4	153	31	46	74	24	41	381	42	3	36	9	844
8:45-9:00	2	164	43	57	63	31	38	358	39	7	40	6	848
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	17	528	95	219	272	91	105	1612	176	37	110	12	3274
7:15-8:15	22	564	107	233	281	89	117	1622	178	37	118	12	3380
7:30-8:30	20	601	114	227	277	91	119	1590	197	35	123	15	3399
7:45-8:45	20	619	119	212	291	88	140	1556	193	31	125	22	3416
8:00-9:00	16	620	137	208	281	93	145	1485	181	27	135	25	3353

AM PEAK HOUR
7:45-8:45



WILTEC

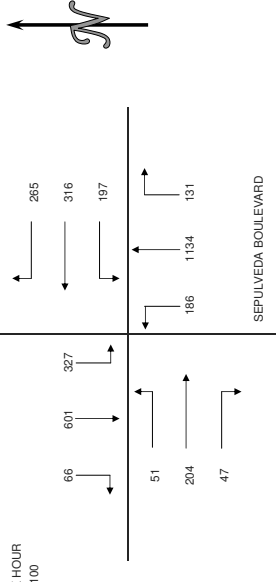
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SLAUSON AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	10	124	51	74	54	37	31	271	49	18	41	7	787
11:15-11:30	13	133	63	65	62	30	29	285	55	11	49	9	806
11:30-11:45	11	138	74	55	72	36	24	261	41	13	40	10	775
11:45-12:00	18	150	82	58	77	47	21	276	34	12	53	11	833
12:00-12:15	10	147	77	68	66	56	25	293	46	10	45	11	843
12:15-12:30	13	150	89	59	78	53	23	297	39	12	49	14	804
12:30-12:45	18	152	77	72	84	44	37	271	46	10	54	12	877
12:45-1:00	23	152	84	66	88	44	40	285	35	15	56	14	902
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	52	545	270	252	265	150	105	1094	180	54	183	37	3187
11:15-12:15	52	568	296	246	277	169	99	1104	177	46	187	41	3282
11:30-12:30	54	585	322	240	293	192	99	1115	180	47	187	46	3260
11:45-12:45	61	599	325	257	305	200	112	1125	185	44	201	48	3482
12:00-1:00	66	601	327	285	316	197	131	1134	186	47	204	51	3525

MD PEAK HOUR
12:00-1:00



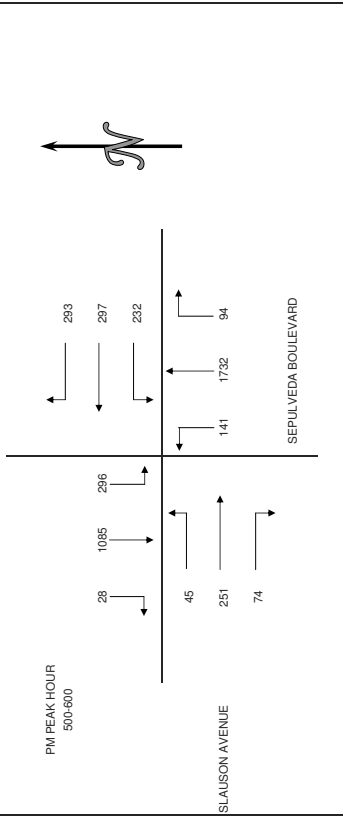
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, JULY 24, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SLAUSON AVENUE

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	10	255	77	66	85	46	22	371	40	14	63	10	1059
415-430	9	265	69	64	73	40	25	393	38	10	62	13	1051
430-445	7	282	82	51	86	41	25	395	32	15	62	12	1090
445-500	11	276	84	60	68	60	27	417	36	12	64	11	1126
500-515	8	272	85	61	75	61	21	424	32	17	67	14	1137
515-530	12	271	73	78	69	51	23	453	39	20	55	11	1137
530-545	5	284	71	80	80	58	20	419	38	18	71	10	1134
545-600	3	278	67	74	73	62	30	454	32	19	58	10	1160
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	37	1078	312	241	312	187	99	1566	146	51	251	46	4326
415-515	35	1095	320	236	302	202	98	1619	138	54	255	50	4404
430-530	38	1101	324	250	298	213	96	1671	139	64	248	48	4490
445-545	36	1083	313	279	292	230	91	1695	145	67	257	46	4534
500-600	28	1085	296	293	237	232	94	1732	141	74	251	45	4568



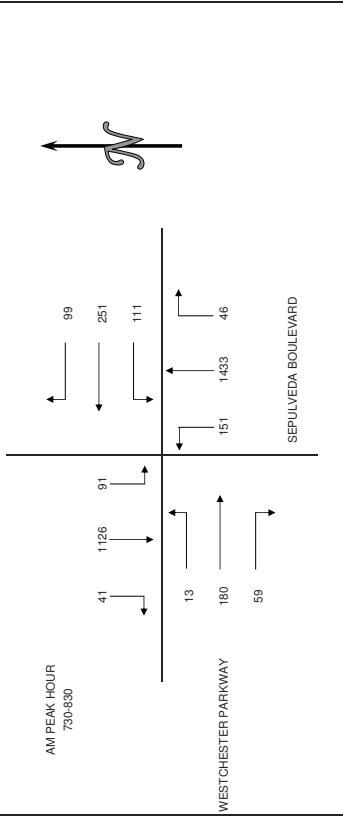
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W WESTCHESTER PARKWAY

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	16	238	21	36	58	20	7	336	24	10	28	3	797
715-730	10	270	22	38	63	26	12	353	27	9	31	5	866
730-745	13	281	20	25	62	27	8	363	39	18	46	2	904
745-800	11	289	26	27	64	21	11	366	37	11	54	2	909
800-815	7	273	22	25	57	27	14	363	41	14	40	4	885
815-830	10	263	23	22	68	26	13	353	34	16	40	5	803
830-845	14	284	24	20	59	26	7	368	43	17	31	3	896
845-900	10	281	19	18	55	32	13	355	35	17	36	3	874
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	50	1078	89	126	247	94	38	1408	127	48	159	12	3476
715-815	41	1113	90	115	246	101	45	1433	144	52	171	13	3564
730-830	41	1126	91	99	251	111	46	1433	151	59	180	13	3601
745-845	42	1129	95	94	248	110	45	1438	155	58	165	14	3593
800-900	41	1121	88	85	239	121	47	1437	133	64	147	15	3556



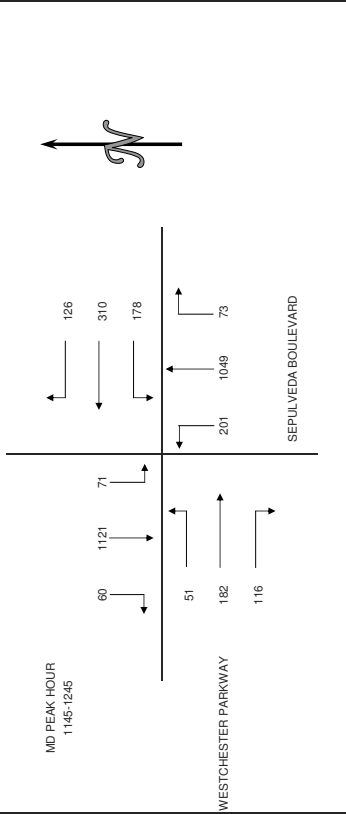
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W WESTCHESTER PARKWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	15	283	26	24	55	24	13	245	42	17	26	12	762
1115-1130	13	262	20	17	61	42	21	262	41	15	31	11	796
1130-1145	18	265	24	24	64	34	13	266	43	21	36	8	816
1145-1200	16	271	17	30	79	44	23	271	57	24	41	15	888
1200-1215	21	288	12	31	84	36	17	278	50	26	59	13	907
1215-1230	12	278	24	34	79	42	20	255	39	35	49	13	869
1230-1245	11	286	18	31	68	56	13	245	55	31	38	10	863
1245-1300	13	303	22	33	70	58	10	238	47	28	40	14	872
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	62	1061	87	95	259	144	70	1044	183	77	134	46	3262
1115-1215	68	1084	73	102	288	156	74	1077	191	86	161	47	3407
1130-1230	67	1100	77	119	306	156	73	1070	193	106	179	49	3491
1145-1245	60	1121	71	126	310	178	73	1049	201	116	182	51	3538
1200-1300	57	1153	76	128	301	182	68	1014	191	118	181	50	3522



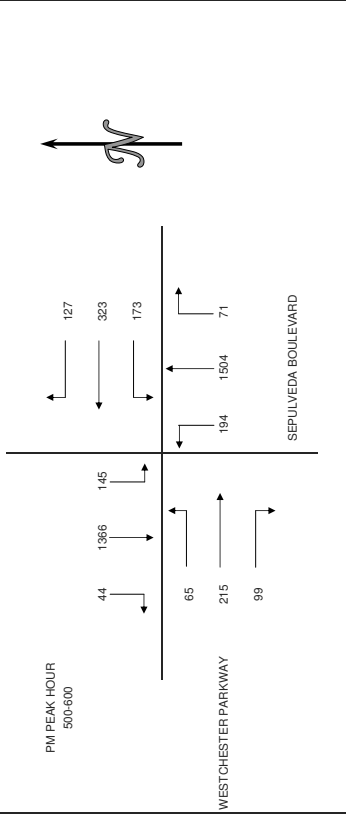
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W WESTCHESTER PARKWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	14	287	35	29	54	42	16	309	45	19	56	13	919
415-430	10	301	31	26	58	40	11	322	44	19	50	11	923
430-445	9	329	37	28	66	45	13	343	33	22	43	9	977
445-500	7	329	24	38	75	53	17	361	45	25	44	8	1026
500-515	9	343	31	33	83	37	13	385	52	30	54	18	1087
515-530	11	341	42	36	87	43	18	381	36	23	53	18	1091
530-545	12	334	41	27	82	40	20	370	51	24	59	16	1076
545-600	12	349	31	31	71	53	20	368	53	22	47	13	1072
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	40	1246	127	121	253	180	57	1335	167	85	193	41	3845
415-515	35	1301	123	125	282	175	54	1411	174	96	191	46	4013
430-530	36	1341	134	135	311	178	61	1470	165	100	196	53	4181
445-545	39	1346	138	134	327	173	68	1497	184	102	212	60	4280
500-600	44	1366	145	127	323	173	71	1504	194	99	215	65	4326



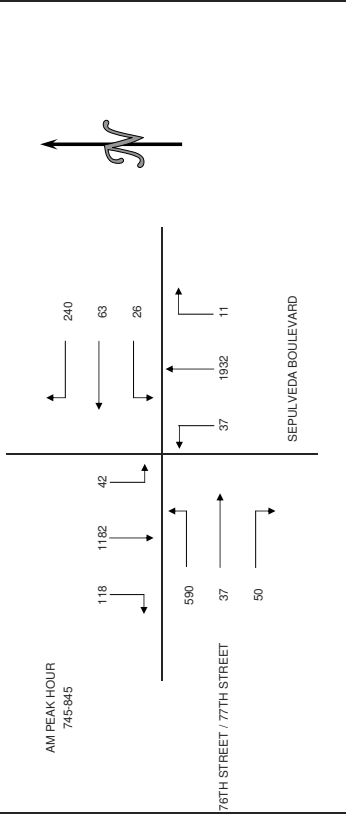
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 76TH STREET / 77TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	17	213	5	40	7	4	5	491	7	7	6	115	917
7:15-7:30	28	201	9	65	6	4	3	468	7	7	9	134	941
7:30-7:45	28	283	4	63	6	4	4	508	5	17	10	129	1078
7:45-8:00	26	282	10	69	11	5	2	486	4	11	13	159	1078
8:00-8:15	41	314	13	58	18	3	1	509	10	10	8	133	1124
8:15-8:30	23	274	10	52	14	8	4	411	10	14	10	153	867
8:30-8:45	22	312	9	61	20	12	4	526	13	15	6	139	1138
8:45-9:00	26	278	13	61	11	11	3	438	11	16	15	159	1043
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	99	989	28	237	30	17	14	1953	23	42	38	537	4007
7:15-8:15	123	1090	36	255	41	16	10	1971	26	45	40	561	4214
7:30-8:30	124	1163	37	242	49	18	11	1914	29	52	41	590	4260
7:45-8:45	118	1182	42	240	63	26	11	1932	37	50	37	590	4328
8:00-9:00	118	1178	45	232	63	32	12	1885	44	55	39	590	4293



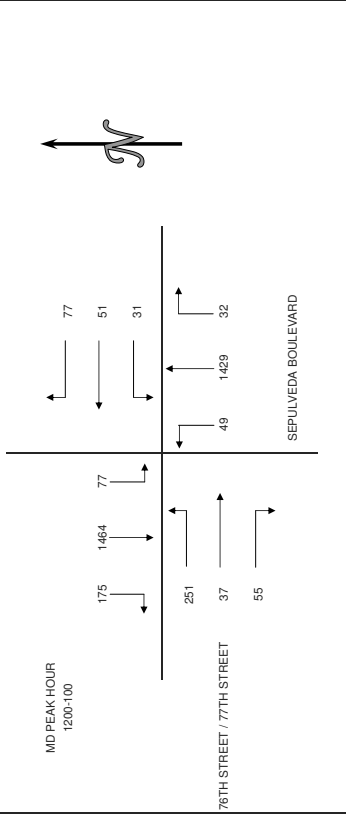
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 76TH STREET / 77TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	25	346	23	13	13	5	2	317	9	14	16	38	821
11:15-11:30	37	345	19	18	8	11	4	296	9	17	7	61	832
11:30-11:45	34	313	15	21	9	16	6	372	17	23	11	55	892
11:45-12:00	52	364	21	19	11	10	2	343	14	19	8	60	923
12:00-12:15	36	345	22	27	14	9	7	353	11	14	8	56	908
12:15-12:30	48	352	19	16	14	12	9	343	13	11	10	63	821
12:30-12:45	46	366	17	21	14	4	6	369	9	14	10	74	972
12:45-1:00	44	381	19	13	9	6	8	338	16	16	9	58	927
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1:00-12:00	148	1369	78	71	41	42	14	1328	49	73	42	214	3466
11:15-12:15	159	1367	77	85	42	46	19	1370	51	73	34	232	3555
11:30-12:30	171	1384	77	83	48	47	24	1417	55	67	37	234	3644
11:45-12:45	183	1437	79	83	53	35	26	1434	47	58	36	253	3724
12:00-1:00	175	1464	77	77	51	31	32	1429	48	55	37	251	3728



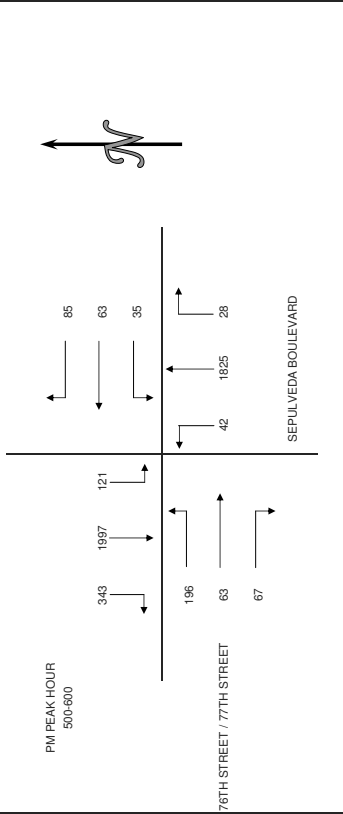
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD / E/W 76TH STREET / 77TH STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	66	391	21	14	14	7	4	373	11	9	16	53	979
415-430	68	460	25	16	12	8	427	16	15	12	48	1123	
430-445	69	419	19	11	12	9	388	9	18	11	52	1024	
445-500	66	438	29	20	14	12	382	7	18	11	47	1050	
500-515	72	476	34	14	15	8	425	9	16	12	53	1145	
515-530	82	515	28	30	16	8	461	11	18	20	48	1244	
530-545	99	504	26	27	15	9	498	5	12	19	43	1265	
545-600	90	502	33	14	17	12	440	16	21	12	52	1211	
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	269	1708	94	61	56	40	25	1570	43	60	50	200	4176
415-515	275	1783	107	61	57	41	32	1622	41	67	46	200	4342
430-530	289	1848	110	75	57	35	33	1656	36	70	54	200	4463
445-545	319	1933	117	91	60	35	32	1767	33	64	62	191	4704
500-600	343	1997	121	85	63	35	28	1825	42	67	63	196	4865



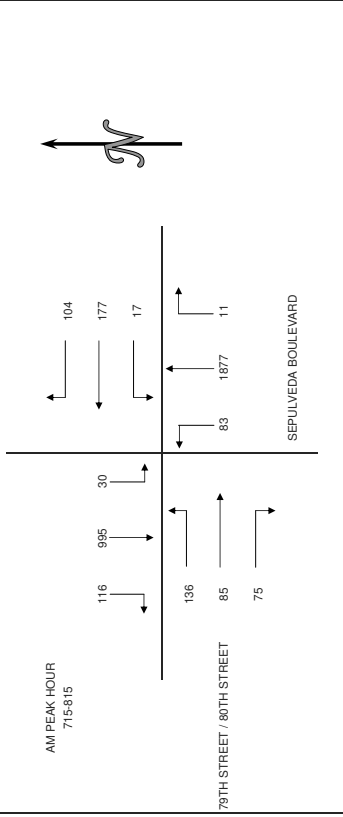
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Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD / E/W 79TH STREET / 80TH STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	19	213	2	18	19	2	1	473	18	5	15	16	801
715-730	24	248	5	31	34	2	2	528	11	10	13	23	931
730-745	30	221	8	20	41	4	4	475	18	13	16	34	886
745-800	31	271	9	29	41	4	4	462	34	27	31	31	884
800-815	31	255	8	24	41	7	3	408	20	25	25	48	895
815-830	38	294	7	17	32	10	3	426	15	15	11	32	801
830-845	42	253	6	22	22	7	3	477	15	15	10	37	909
845-900	43	265	6	25	29	6	3	426	19	12	13	41	869
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	104	953	24	98	155	12	9	1942	81	55	75	104	3612
715-815	116	995	30	104	177	17	11	1877	83	75	85	136	3706
730-830	131	1041	32	90	175	25	12	1775	87	80	83	145	3676
745-845	143	1073	30	92	156	28	13	1773	84	82	77	148	3699
800-900	155	1068	27	88	124	30	12	1737	68	67	59	158	3594



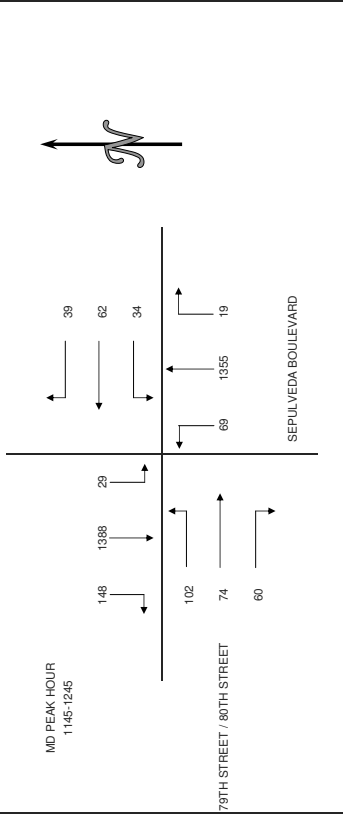
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 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 79TH STREET / 80TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	24	352	4	7	8	4	4	298	12	13	4	17	747
1115-1130	29	309	6	5	7	4	2	299	18	12	7	21	719
1130-1145	26	321	11	5	15	2	1	328	13	16	6	24	768
1145-1200	33	336	4	8	13	8	3	320	14	14	7	17	777
1200-1215	35	364	8	9	13	4	2	376	21	12	15	22	881
1215-1230	43	326	3	4	10	16	4	308	17	19	21	31	812
1230-1245	37	362	8	18	20	6	10	353	17	19	31	32	909
1245-1300	33	335	7	5	14	4	5	278	14	7	18	21	742
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	112	1318	25	25	43	18	10	1245	57	55	24	79	3011
1115-1215	123	1330	29	27	48	18	8	1323	66	54	35	84	3145
1130-1230	137	1347	32	26	57	30	10	1330	65	61	49	94	3238
1145-1245	148	1388	29	39	62	34	19	1355	69	60	74	102	3379
1200-1300	148	1387	32	36	63	30	21	1314	69	53	85	106	3344



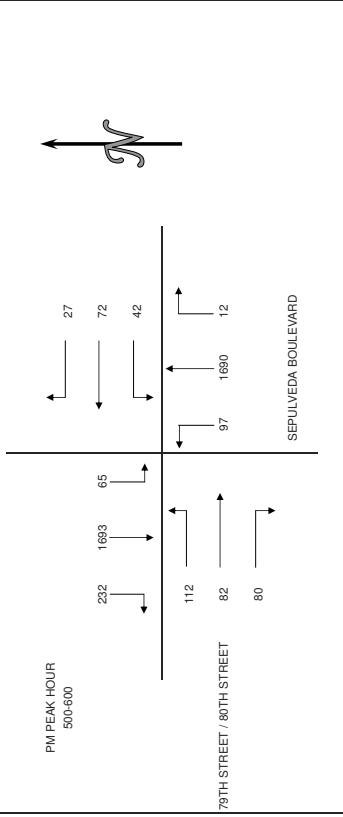
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CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 79TH STREET / 80TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	36	349	12	4	16	6	8	362	14	15	16	24	862
415-430	47	417	12	9	13	2	4	395	17	17	18	34	986
430-445	38	389	16	6	16	3	8	424	17	11	18	31	977
445-500	55	433	11	8	21	4	9	393	27	15	20	31	1003
500-515	46	424	16	9	19	8	4	393	19	21	28	30	1017
515-530	54	458	17	5	19	7	5	454	28	11	21	28	1079
530-545	65	378	12	4	11	5	1	445	18	22	21	28	1010
545-600	67	453	20	9	23	22	2	398	32	26	12	34	1098
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-600	176	1588	51	27	66	15	29	1551	75	58	72	120	3828
415-515	186	1683	55	32	69	17	25	1582	80	64	84	126	3883
430-530	193	1684	60	28	75	22	26	1640	91	58	87	112	4076
445-545	220	1673	56	26	70	24	19	1661	92	69	90	109	4109
500-600	232	1693	65	27	72	42	12	1690	97	80	82	112	4204



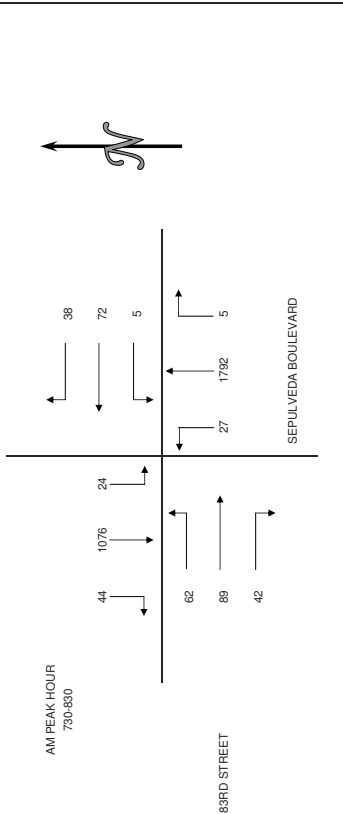
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Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 83RD STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	14	183	8	5	17	9	1	431	5	9	9	11	702
7:15-7:30	9	215	6	8	11	7	1	462	6	8	9	9	751
7:30-7:45	12	262	6	7	21	2	1	440	7	14	16	15	805
7:45-8:00	12	263	5	12	24	1	1	460	6	9	23	15	821
8:00-8:15	14	307	6	11	14	1	0	415	7	8	30	22	835
8:15-8:30	16	254	7	8	13	1	3	477	7	11	16	10	815
8:30-8:45	18	271	12	6	9	1	0	362	6	7	10	9	711
8:45-9:00	10	275	9	3	6	4	2	405	6	7	10	17	754
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-8:00	47	913	25	32	73	19	4	1793	24	40	59	50	3079
7:15-8:15	47	1037	23	38	70	11	3	1777	26	39	80	61	3212
7:30-8:30	44	1076	24	38	72	5	5	1792	27	42	89	62	3276
7:45-8:45	50	1085	30	37	60	4	4	1714	26	35	81	56	3182
8:00-9:00	48	1107	34	28	42	7	5	1659	26	33	68	58	3115



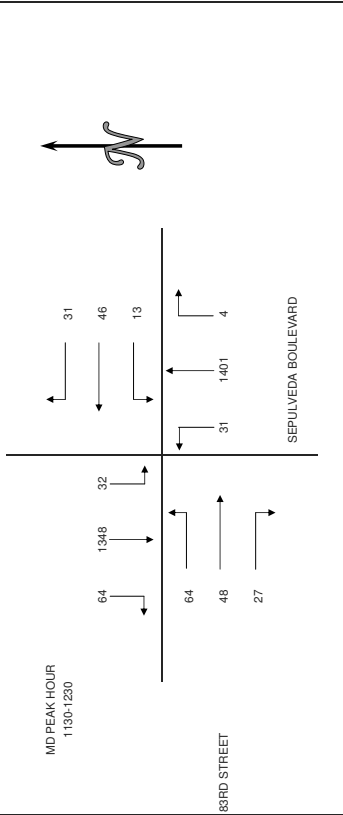
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 83RD STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	15	305	14	14	14	5	4	300	4	9	10	11	705
11:15-11:30	14	314	8	4	7	4	3	328	3	6	3	10	704
11:30-11:45	11	325	7	6	4	5	1	344	3	8	11	20	748
11:45-12:00	13	347	12	10	14	1	3	404	12	7	15	16	854
12:00-12:15	18	328	7	8	13	5	0	346	2	5	7	13	762
12:15-12:30	22	348	6	7	15	2	0	307	11	7	15	15	755
12:30-12:45	20	332	8	7	6	0	1	286	16	12	20	16	724
12:45-1:00	17	272	7	7	11	5	3	310	10	14	15	17	688
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	53	1291	41	34	39	15	11	1376	25	30	39	57	3011
11:15-12:15	56	1314	34	28	38	15	7	1422	23	26	36	59	3056
11:30-12:30	64	1348	32	31	46	13	4	1407	31	27	48	64	3109
11:45-12:45	73	1355	33	32	48	8	4	1343	41	31	57	60	3085
12:00-1:00	77	1280	28	29	45	12	4	1248	38	38	57	61	2919



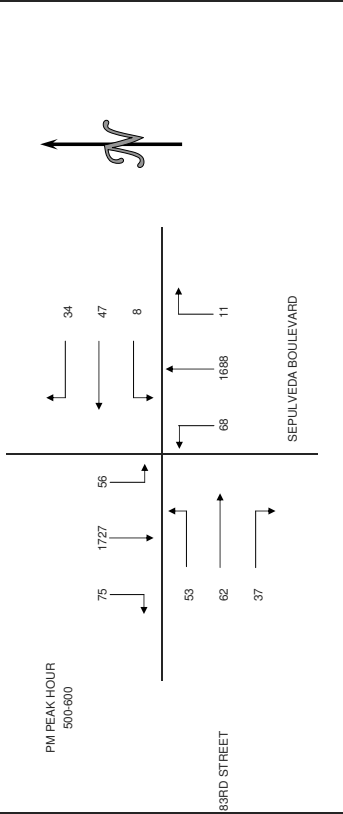
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 16, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W 83RD STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
TOTAL													
400-415	23	372	14	11	14	5	3	314	14	4	13	17	804
415-430	18	350	11	5	12	3	5	345	9	10	11	13	792
430-445	15	360	8	4	8	5	2	383	14	10	20	15	844
445-500	18	394	6	9	12	2	6	440	15	9	19	14	944
500-515	20	428	13	3	11	1	4	391	15	7	14	10	917
515-530	18	415	13	8	18	1	4	427	21	10	17	18	853
530-545	21	459	16	9	13	2	2	389	12	9	20	10	962
545-600	16	425	19	13	15	4	4	481	20	11	11	15	1034
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	74	1476	39	29	46	15	16	1482	52	33	63	59	3384
415-515	71	1532	38	21	43	11	17	1559	53	36	64	52	3497
430-530	71	1597	35	25	39	9	13	1641	65	36	70	57	3658
445-545	77	1696	43	30	44	6	13	1647	63	35	70	52	3776
500-600	75	1727	56	34	47	8	11	1688	68	37	62	53	3866



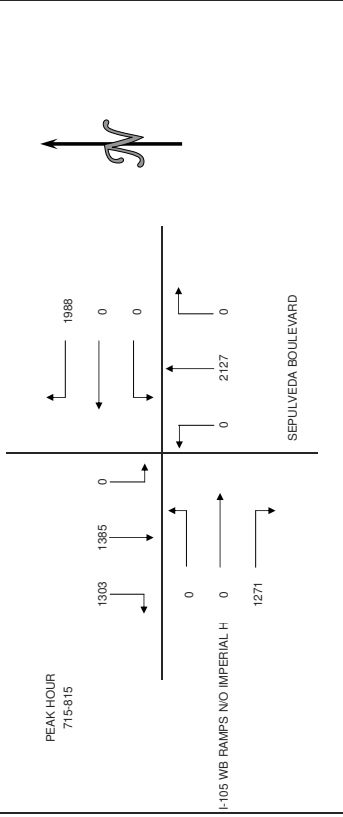
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FRAND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W I-105 WB RAMPS NO IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
TOTAL													
700-715	346	254	0	516	0	0	0	428	0	257	0	1803	
715-730	376	303	0	514	0	0	0	508	0	303	0	2004	
730-745	330	350	0	467	0	0	0	506	0	321	0	1974	
745-800	359	389	0	498	0	0	0	531	0	346	0	2123	
800-815	238	343	0	509	0	0	0	582	0	301	0	1873	
815-830	206	366	0	471	0	0	0	523	0	284	0	1850	
830-845	341	377	0	360	0	0	0	453	0	229	0	1702	
845-900	283	355	0	311	0	0	0	339	0	203	0	1451	
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1413	1296	0	1995	0	0	0	1973	0	1227	0	0	7904
715-815	1303	1385	0	1988	0	0	0	2127	0	1271	0	0	8074
730-830	1133	1448	0	1945	0	0	0	2142	0	1252	0	0	7920
745-845	1144	1415	0	1838	0	0	0	2091	0	1160	0	0	7648
800-900	1048	1381	0	1651	0	0	0	1899	0	1017	0	0	6976



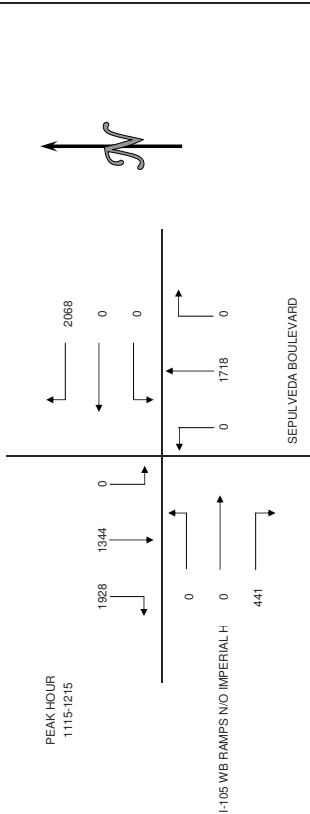
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W I-105 WB RAMP/NO IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	356	246	0	470	0	0	0	371	0	104	0	0	1547
11:15-11:30	472	280	0	564	0	0	400	0	120	0	0	0	1832
11:30-11:45	466	361	0	464	0	0	458	0	120	0	0	0	1869
11:45-12:00	474	336	0	530	0	0	412	0	89	0	0	0	1841
12:00-12:15	516	367	0	510	0	0	448	0	116	0	0	0	1957
12:15-12:30	491	331	0	467	0	0	397	0	100	0	0	0	1766
12:30-12:45	471	382	0	485	0	0	376	0	96	0	0	0	1809
12:45-1:00	359	310	0	478	0	0	364	0	83	0	0	0	1532
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	1768	1223	0	2028	0	0	1841	0	429	0	0	0	7089
11:15-12:15	1928	1344	0	2068	0	0	1718	0	441	0	0	0	7499
11:30-12:30	1947	1395	0	1971	0	0	1715	0	425	0	0	0	7453
11:45-12:45	1952	1416	0	1992	0	0	1633	0	400	0	0	0	7393
12:00-1:00	1837	1390	0	1938	0	0	1595	0	394	0	0	0	7144



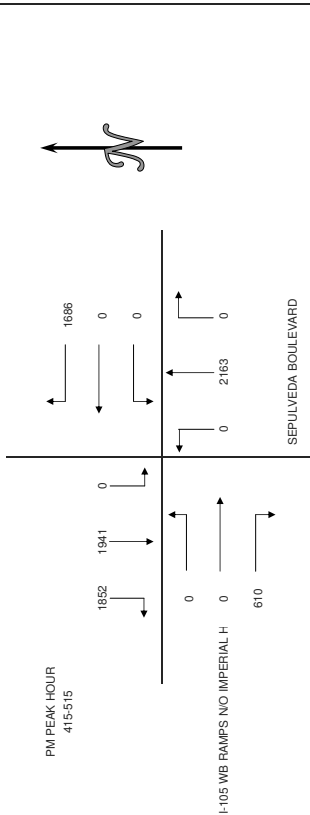
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@witecusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, AUGUST 12, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W I-105 WB RAMP/NO IMPERIAL HIGHWAY

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-4:15	474	456	0	438	0	0	453	0	166	0	0	0	2007
4:15-4:30	501	469	0	412	0	0	488	0	156	0	0	0	2026
4:30-4:45	453	480	0	400	0	0	542	0	132	0	0	0	2007
4:45-5:00	410	514	0	456	0	0	555	0	172	0	0	0	2107
5:00-5:15	488	478	0	418	0	0	578	0	150	0	0	0	2113
5:15-5:30	358	442	0	398	0	0	611	0	138	0	0	0	1945
5:30-5:45	317	408	0	435	0	0	664	0	130	0	0	0	1964
5:45-6:00	293	432	0	382	0	0	607	0	134	0	0	0	1848
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
4:00-5:00	1838	1919	0	1726	0	0	2038	0	626	0	0	0	8147
4:15-5:15	1852	1941	0	1686	0	0	2163	0	610	0	0	0	8252
4:30-5:30	1709	1914	0	1670	0	0	2285	0	592	0	0	0	8171
4:45-5:45	1573	1842	0	1705	0	0	2408	0	590	0	0	0	8118
5:00-6:00	1456	1780	0	1631	0	0	2460	0	552	0	0	0	7859



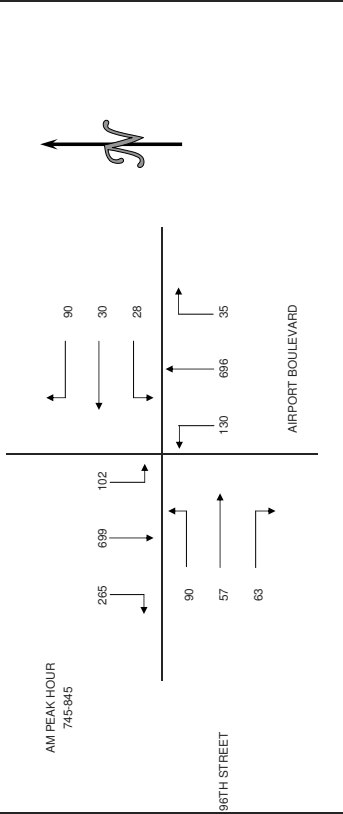
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 96TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-7:15	62	144	8	13	8	12	3	149	39	16	8	21	483
7:15-7:30	62	161	15	18	10	6	8	158	29	19	7	20	513
7:30-7:45	62	184	16	22	16	10	11	163	34	10	14	17	559
7:45-8:00	69	183	27	20	11	6	9	170	33	11	13	15	574
8:00-8:15	69	162	28	32	11	6	11	182	33	18	16	22	581
8:15-8:30	61	172	22	26	6	8	8	168	27	19	17	31	555
8:30-8:45	59	182	24	18	2	10	7	178	37	15	11	22	565
8:45-9:00	60	193	21	14	3	5	13	179	34	11	6	29	588
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
7:00-9:00	262	672	66	73	45	34	31	640	135	56	42	73	2128
7:15-8:15	269	690	67	92	48	28	39	673	129	58	50	74	2237
7:30-8:30	268	701	94	44	44	28	39	651	127	58	60	85	2279
7:45-8:45	265	699	102	90	30	28	35	696	130	63	57	90	2285
8:00-9:00	249	709	96	84	22	27	38	705	131	63	50	104	2279



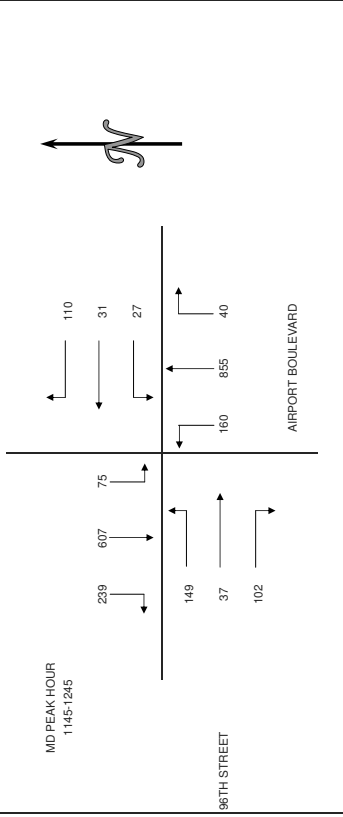
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 96TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-11:15	61	134	8	17	9	7	10	202	41	19	5	31	544
11:15-11:30	70	155	11	15	5	2	5	213	35	15	8	23	523
11:30-11:45	64	130	7	11	4	6	9	201	30	22	9	29	522
11:45-12:00	56	152	13	21	8	7	4	212	38	29	17	39	597
12:00-12:15	67	159	18	30	12	6	11	215	40	22	9	43	634
12:15-12:30	51	143	21	28	5	10	14	218	45	24	3	36	586
12:30-12:45	65	153	23	29	6	4	11	210	38	27	8	31	605
12:45-1:00	51	166	20	17	10	2	5	198	23	24	11	35	560
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
11:00-12:00	251	571	39	64	26	22	28	828	145	85	39	122	2220
11:15-12:15	257	596	49	79	29	21	29	841	144	88	43	134	2310
11:30-12:30	238	584	59	92	29	29	38	846	152	97	38	147	2349
11:45-12:45	239	607	75	110	31	27	40	855	160	102	37	149	2432
12:00-1:00	234	621	82	106	33	22	41	839	144	97	31	145	2385



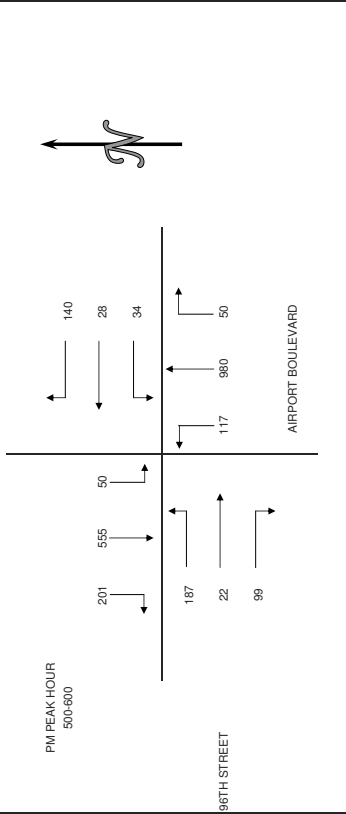
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 98TH STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	49	148	7	22	12	16	10	217	34	21	6	38	580
415-430	57	136	11	17	9	11	6	237	41	19	5	38	587
430-445	45	134	9	24	8	6	13	252	41	15	6	48	601
445-500	43	138	13	34	5	7	11	240	36	21	8	34	590
500-515	58	144	16	27	10	8	10	256	32	27	6	53	652
515-530	50	133	15	37	4	10	8	230	33	24	5	43	584
530-545	41	134	10	34	9	10	16	243	33	23	6	43	602
545-600	52	144	9	42	5	8	18	251	27	25	5	43	625
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	194	556	40	97	34	40	40	946	152	76	25	158	2358
415-515	203	552	49	102	32	32	40	965	150	82	25	178	2430
430-530	196	549	53	122	27	31	42	978	134	87	25	183	2427
445-545	192	549	54	132	28	35	45	969	126	95	25	178	2428
500-600	201	555	50	140	28	34	50	980	117	99	22	187	2463



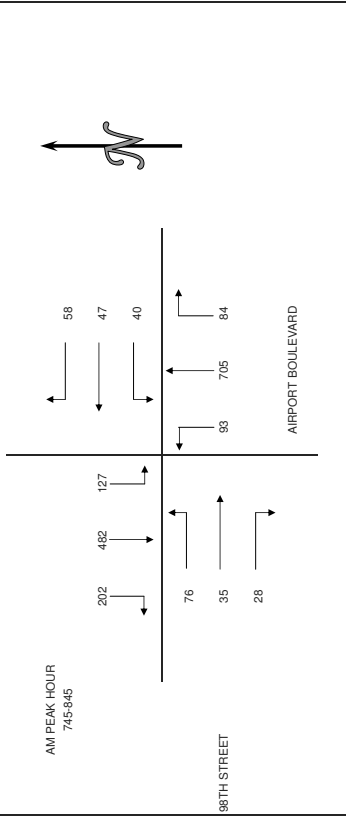
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecausa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 98TH STREET

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	27	95	23	19	14	18	15	152	24	16	7	24	434
715-730	34	107	27	19	8	8	15	170	16	4	4	13	425
730-745	49	118	37	16	16	8	22	168	25	6	8	10	483
745-800	44	131	49	23	17	14	23	172	28	12	17	25	566
800-815	42	123	31	15	16	10	14	168	24	8	5	14	470
815-830	51	116	23	11	8	5	28	178	22	1	2	20	463
830-845	65	112	24	9	6	11	19	188	18	7	11	17	488
845-900	58	119	31	14	10	13	31	182	29	6	6	22	521
HOUR TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	154	451	136	77	55	48	75	662	94	38	36	72	1888
715-815	169	479	144	73	57	40	74	678	94	30	34	62	1934
730-830	186	488	140	65	57	37	87	684	100	27	32	69	1972
745-845	202	482	127	58	47	40	84	705	93	28	35	76	1977
800-900	216	470	109	49	40	38	92	715	93	22	24	73	1942



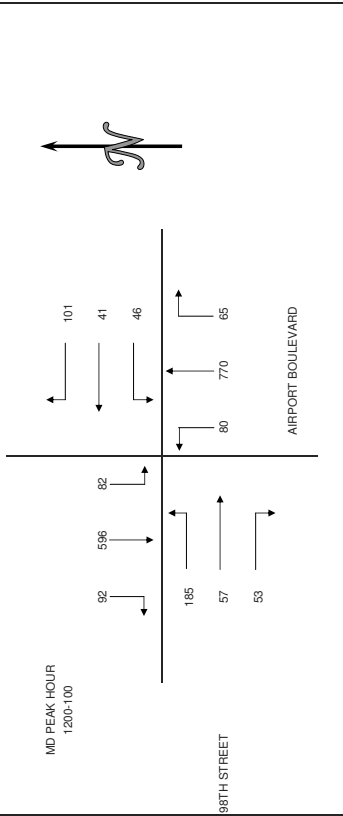
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 98TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	29	130	17	20	15	14	15	153	14	9	10	20	446
1115-1130	26	142	16	22	9	10	19	193	20	3	8	31	499
1130-1145	22	164	9	29	11	14	18	178	22	13	12	40	532
1145-1200	30	150	15	37	12	15	15	166	20	3	4	44	531
1200-1215	22	133	21	33	11	9	18	196	17	11	18	41	530
1215-1230	21	147	16	28	9	13	18	208	23	18	21	46	571
1230-1245	20	155	17	23	12	15	13	183	19	9	8	45	521
1245-1300	29	161	26	17	9	9	18	183	16	15	10	53	546
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
100-1200	107	586	57	108	47	53	67	710	76	28	34	135	2008
1115-1215	100	589	61	121	43	48	70	753	79	30	42	156	2082
1130-1230	95	594	63	127	43	51	67	766	87	45	55	171	2164
1145-1245	93	585	71	121	44	52	62	773	84	41	51	176	2153
1200-1300	92	596	82	101	41	46	65	770	80	53	57	185	2168



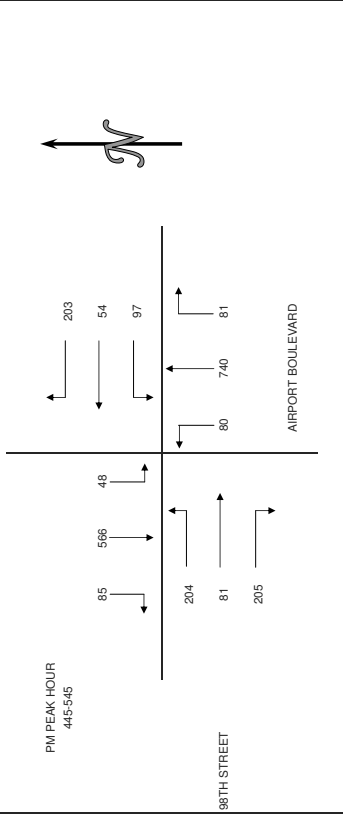
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsusa.com

CLIENT: KAKU ASSOCIATES
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: THURSDAY, AUGUST 7, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S AIRPORT BOULEVARD
 E/W 98TH STREET

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	20	127	21	57	14	27	24	165	18	32	10	50	565
415-430	23	125	10	59	10	24	28	186	18	45	21	50	599
430-445	19	135	15	40	5	15	22	188	9	40	12	54	564
445-500	23	153	12	52	11	22	28	183	15	47	23	48	622
500-515	18	150	13	60	13	28	20	174	27	51	25	58	637
515-530	21	124	10	50	19	26	17	167	23	51	14	40	585
530-545	23	139	7	41	11	21	16	191	18	56	19	58	600
545-600	20	155	7	38	10	16	21	184	22	48	16	53	588
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-600	85	540	58	208	40	88	102	727	80	164	66	202	2340
415-515	83	583	50	211	39	89	98	736	69	183	81	210	2412
430-530	81	582	56	202	48	91	87	737	71	189	74	200	2388
445-545	85	566	48	203	54	97	81	740	80	205	81	204	2444
500-600	82	588	43	188	53	91	74	726	87	204	74	209	2410



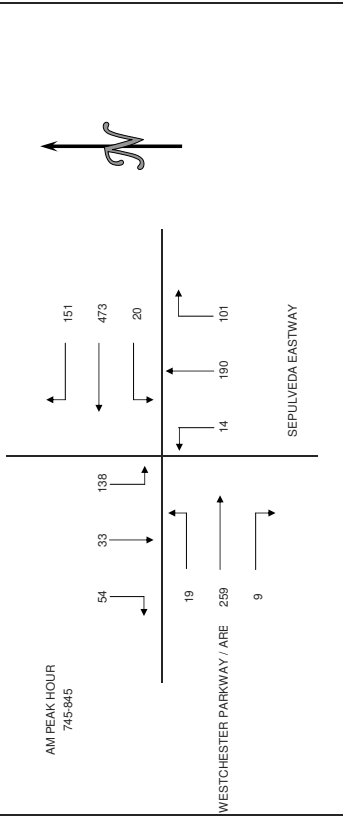
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (925) 706-9911 Fax: (925) 706-9914

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SEPULVEDA EASTWAY / WESTCHESTER PARKWAY / ARBOR VITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
7:00-7:15	9	3	16	22	98	6	12	27	1	1	70	5	270	
7:15-7:30	12	3	20	23	101	4	19	32	2	0	76	4	296	
7:30-7:45	9	4	18	29	111	5	21	43	2	2	73	6	323	
7:45-8:00	14	3	25	38	120	1	21	54	4	3	82	2	367	
8:00-8:15	11	6	30	40	127	6	36	44	2	1	65	2	370	
8:15-8:30	13	11	32	34	119	8	24	45	3	0	59	6	355	
8:30-8:45	16	13	51	39	107	5	20	47	3	3	54	9	369	
8:45-9:00	11	14	48	40	96	8	15	36	4	1	38	7	316	
HOURLY TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
7:00-8:00	44	13	79	112	430	16	73	156	9	6	301	17	1256	
7:15-8:15	46	16	93	130	459	16	97	173	10	6	296	14	1356	
7:30-8:30	47	24	105	141	477	20	102	186	13	6	278	16	1415	
7:45-8:45	54	33	138	151	473	20	101	190	14	9	259	19	1461	
8:00-9:00	51	44	161	153	448	25	95	172	14	7	215	24	1410	



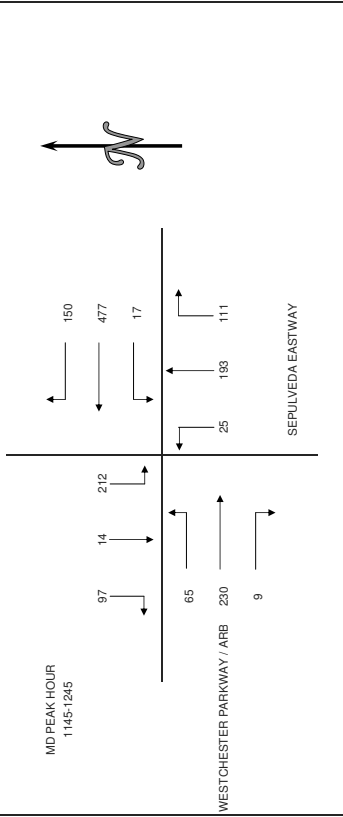
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (925) 706-9911 Fax: (925) 706-9914

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S SEPULVEDA EASTWAY / WESTCHESTER PARKWAY / ARBOR VITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
11:00-11:15	15	7	44	35	105	3	28	24	3	0	48	7	319	
11:15-11:30	17	6	39	33	97	1	36	22	5	2	54	12	324	
11:30-11:45	22	5	37	27	106	2	30	34	6	1	65	9	344	
11:45-12:00	32	4	45	35	119	2	24	44	5	3	47	16	376	
12:00-12:15	24	3	53	43	124	4	32	50	6	1	64	12	416	
12:15-12:30	23	5	63	46	113	6	26	58	8	2	62	18	423	
12:30-12:45	18	2	51	32	121	5	27	44	6	3	57	19	385	
12:45-1:00	15	2	53	24	126	6	19	43	3	1	60	12	364	
HOURLY TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
			SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT		
11:00-12:00	86	22	165	130	427	8	118	124	19	6	214	44	1363	
11:15-12:15	95	18	174	138	446	9	122	150	22	7	230	49	1460	
11:30-12:30	101	17	198	145	462	14	114	183	25	7	238	55	1559	
11:45-12:45	97	14	212	150	477	17	111	193	25	9	230	65	1600	
12:00-1:00	80	12	220	138	464	21	106	192	23	7	243	61	1588	



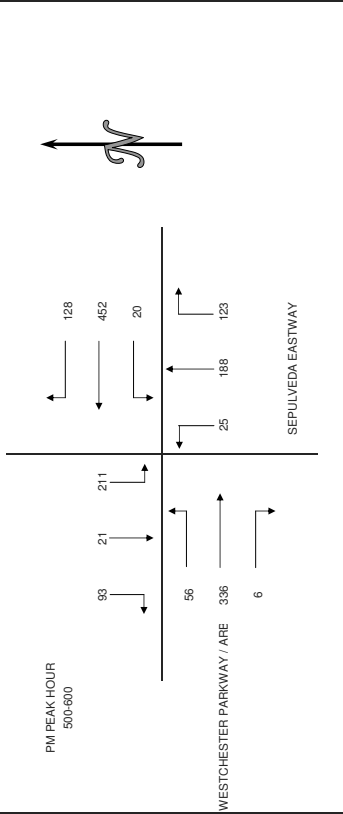
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (925) 706-9911 Fax: (925) 706-9914

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: WEDNESDAY, JULY 23, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA EASTWAY
 E/W WESTCHESTER PARKWAY / ARBORVITAE STREET

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-415	27	6	45	26	118	5	19	21	0	0	88	14	369	
415-430	25	7	40	31	113	2	23	23	2	0	79	10	355	
430-445	27	5	49	39	119	5	37	36	4	1	60	13	417	
445-500	22	4	53	34	101	3	25	36	3	1	67	15	366	
500-515	33	2	57	35	113	5	27	43	5	1	77	18	414	
515-530	22	6	57	37	143	8	30	46	3	1	66	12	456	
530-545	17	7	53	28	103	3	35	53	3	2	96	14	422	
545-600	21	6	44	28	93	6	31	43	6	2	73	14	367	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
400-500	101	22	187	130	451	15	104	120	9	2	314	52	1507	
415-515	107	18	199	139	446	15	112	142	14	3	303	54	1552	
430-530	104	17	216	145	476	19	119	169	17	4	312	56	1653	
445-545	94	19	220	134	460	17	117	183	22	5	330	57	1658	
500-600	93	21	211	128	452	20	123	188	25	6	336	56	1659	



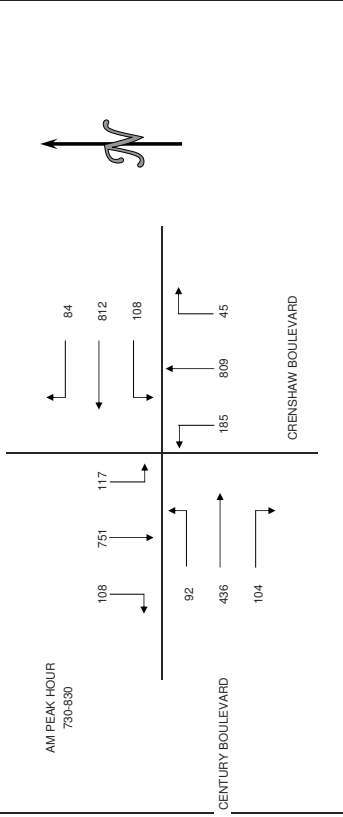
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (925) 564-1944 Fax: (925) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY, JULY 8, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S CRENSHAW BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-715	11	165	22	21	202	23	19	13	180	32	20	81	15	763
715-730	15	160	20	28	227	19	28	12	219	44	24	108	22	931
730-745	23	197	31	20	213	26	8	208	49	32	116	24	964	
745-800	26	189	33	19	214	26	12	184	49	28	113	24	924	
800-815	35	193	33	20	203	28	15	184	45	20	89	22	862	
815-830	24	173	20	25	182	26	10	198	45	21	123	27	855	
830-845	19	163	19	21	169	19	14	195	45	21	123	27	855	
845-900	25	149	18	16	155	28	9	177	49	26	103	21	776	
HOUR TOTALS														
PERIOD	SBRT	SBTH	2	3	4	5	6	7	8	9	10	11	12	TOTAL
700-800	75	711	106	88	656	96	42	772	180	90	387	79	3462	
715-815	99	738	117	87	857	101	48	791	174	104	419	88	3623	
730-830	108	751	117	84	812	106	45	809	185	104	436	92	3651	
745-845	104	717	105	85	768	99	51	796	181	101	451	97	3555	
800-900	103	677	90	82	708	101	48	754	186	95	438	94	3377	



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY JULY 8, 2008
 Period: 11:00 AM TO 1:00 PM
 Intersection: N/S CENTURY BOULEVARD
 E/W CENTURY BOULEVARD

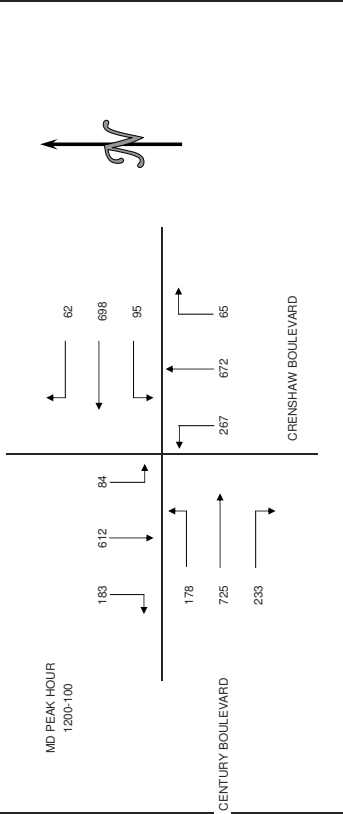
Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY JULY 8, 2008
 Period: 4:00 PM TO 6:00 PM
 Intersection: N/S CENTURY BOULEVARD
 E/W CENTURY BOULEVARD

WILTEC

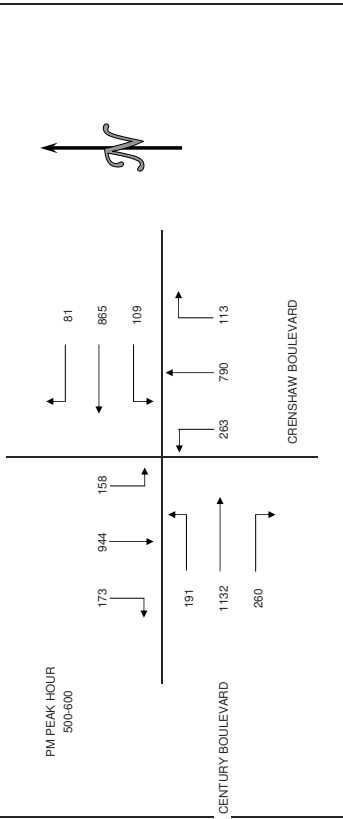
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY JULY 8, 2008
 Period: 4:00 PM TO 6:00 PM
 Intersection: N/S CENTURY BOULEVARD
 E/W CENTURY BOULEVARD

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
11:00-11:15	34	101	24	14	157	22	14	130	65	53	150	47	811
11:15-11:30	45	115	19	13	143	21	17	153	67	65	180	37	875
11:30-11:45	57	124	17	14	174	29	14	151	52	75	186	46	939
11:45-12:00	32	142	18	20	170	18	13	149	57	53	179	38	888
12:00-12:15	40	144	24	11	177	19	17	151	65	61	180	41	930
12:15-12:30	34	148	21	16	165	28	16	168	70	58	178	45	858
12:30-12:45	53	164	22	20	174	19	13	176	76	59	193	47	1014
12:45-1:00	56	198	17	15	182	28	19	182	56	60	174	45	972
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
100-1200	168	482	78	61	644	90	58	593	241	246	695	168	3514
11:15-12:15	174	525	78	58	664	87	61	604	241	254	725	162	3633
11:30-12:30	163	558	80	61	696	95	60	634	244	242	723	170	3716
11:45-12:45	159	596	85	67	698	85	59	659	288	226	730	171	3791
12:00-1:00	183	612	84	62	698	95	65	672	267	233	725	178	3874



15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL	TOTAL
4:00-4:15	37	218	39	21	185	27	28	188	65	64	282	52	1207
4:15-4:30	33	224	39	17	179	34	20	172	51	64	265	53	1151
4:30-4:45	47	237	40	14	199	21	25	194	61	62	249	54	1203
4:45-5:00	41	213	37	17	218	33	28	185	68	57	277	53	1227
5:00-5:15	33	245	34	13	208	32	24	203	65	54	260	53	1228
5:15-5:30	40	218	45	20	220	23	30	201	64	63	272	46	1244
5:30-5:45	47	232	37	19	225	26	34	196	73	71	291	46	1299
5:45-6:00	53	249	42	29	212	26	25	188	61	70	309	44	1308
HOUR TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
4:00-5:00	158	892	155	69	781	115	101	739	246	247	1073	212	4788
4:15-5:15	154	919	150	61	804	120	97	756	245	237	1051	215	4809
4:30-5:30	161	913	156	64	845	109	107	785	258	238	1058	208	4902
4:45-5:45	161	908	153	69	871	116	116	787	270	247	1100	200	4988
5:00-6:00	173	944	158	81	865	108	113	790	283	280	1132	191	5079



WILTEC

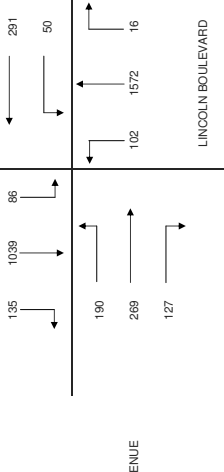
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W ROSE AVENUE
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	19	142	5	28	39	9	1	377	22	19	29	37	727
7:15-7:30	21	214	9	35	44	6	2	426	18	21	32	42	870
7:30-7:45	23	215	18	38	45	7	4	483	14	27	59	56	988
7:45-8:00	39	250	15	58	87	15	5	568	15	31	61	50	994
8:00-8:15	28	234	23	50	81	13	4	462	27	27	65	41	1077
8:15-8:30	36	287	26	53	85	12	5	368	24	35	59	42	982
8:30-8:45	32	288	20	35	68	10	2	374	38	34	64	57	1000
8:45-9:00	30	228	18	40	74	15	6	328	26	25	62	45	897
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-8:00	102	821	47	159	215	37	12	1654	69	98	181	185	3580
7:15-8:15	111	913	67	181	257	41	15	1759	74	106	237	189	3930
7:30-8:30	126	986	84	179	288	47	18	1881	80	120	264	189	4042
7:45-8:45	135	1039	86	176	291	50	16	1572	102	127	269	190	4053
8:00-9:00	128	1017	88	158	278	50	17	1532	113	121	270	185	3956

AM PEAK HOUR
7:45-8:45



WILTEC

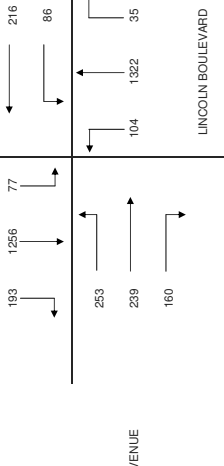
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: N/S LINCOLN BOULEVARD
 E/W ROSE AVENUE
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	39	295	25	25	49	18	8	319	26	29	46	48	927
11:15-11:30	40	301	14	15	48	15	14	348	30	39	55	61	981
11:30-11:45	32	310	19	20	43	21	8	266	31	35	52	52	889
11:45-12:00	51	343	12	24	49	18	9	313	24	33	57	55	984
12:00-12:15	50	293	31	25	43	24	6	331	24	53	74	68	1023
12:15-12:30	42	271	17	28	57	23	8	317	32	35	44	62	956
12:30-12:45	50	349	17	24	67	21	12	355	24	39	64	67	1089
12:45-1:00	51	350	15	16	38	11	12	292	24	39	95	51	974
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	162	1249	70	84	189	72	39	1253	111	136	210	216	3791
11:15-12:15	173	1247	76	84	183	78	37	1265	109	160	238	237	3887
11:30-12:30	175	1217	79	97	192	86	31	1233	111	156	227	238	3842
11:45-12:45	193	1256	77	101	216	86	35	1322	104	160	239	253	4042
12:00-1:00	183	1243	80	98	205	79	38	1295	104	168	277	249	4022

MID PEAK HOUR
11:45-12:45



WILTEC

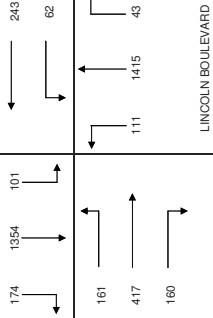
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 706-9911 Fax: (626) 706-9914

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NIS LINCOLN BOULEVARD
 E/W ROSE AVENUE
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	30	347	20	27	65	13	8	362	26	41	113	69	1121
415-430	37	350	22	20	49	12	4	318	20	39	92	35	988
430-445	31	341	21	24	53	16	13	326	20	30	66	40	1014
445-500	44	357	25	13	45	18	9	345	24	38	83	38	1038
500-515	41	327	27	15	75	10	15	364	23	41	113	52	1128
515-530	48	306	25	23	59	15	9	349	26	52	125	42	1081
530-545	41	362	24	24	64	18	10	337	33	29	96	31	1069
545-600	34	328	28	28	48	19	7	334	23	34	100	45	1029
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	142	1395	88	84	212	60	34	1351	90	148	387	180	4171
415-515	153	1375	95	72	222	57	41	1373	92	148	387	163	4178
430-530	164	1333	98	75	232	60	46	1404	98	161	420	170	4261
445-545	174	1354	101	75	243	62	43	1415	111	160	417	161	4316
500-600	164	1325	104	90	246	62	41	1404	110	156	434	171	4307

PM PEAK HOUR
445-545



WILTEC

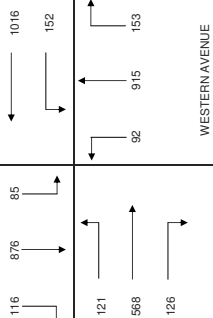
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NIS WESTERN AVENUE
 E/W CENTURY BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-715	16	122	9	28	222	20	34	138	18	15	122	20	784
715-730	23	188	16	32	195	32	20	205	19	21	128	26	916
730-745	25	216	26	29	272	43	41	220	23	33	153	28	1119
745-800	37	280	23	40	317	44	58	260	27	37	140	41	1304
800-915	31	182	20	34	252	33	34	220	23	35	146	28	1016
915-930	24	149	20	40	212	44	24	188	21	21	141	21	912
930-945	22	131	19	29	155	32	31	161	19	18	136	34	787
945-900	22	133	9	24	181	28	26	126	20	17	107	26	719
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	101	816	74	129	1006	139	153	833	87	106	544	115	4103
715-815	116	876	85	135	1016	152	153	915	92	126	568	121	4355
730-830	117	827	89	143	1033	164	157	899	100	126	580	116	4351
745-845	114	742	82	143	916	153	147	800	96	111	563	122	4019
800-900	98	595	68	127	780	137	115	668	88	91	530	107	3484

AM PEAK HOUR
715-815



WILTEC

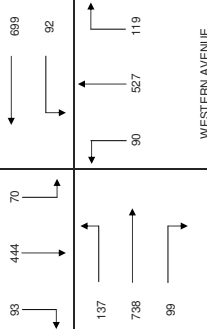
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 11:00 AM TO 1:00 PM
 INTERSECTION: NS WESTERN AVENUE
 EW CENTURY BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1115	21	103	18	24	150	12	41	137	36	31	161	33	767
1115-1130	29	104	26	27	150	23	26	122	26	26	151	34	744
1130-1145	27	98	26	33	173	32	29	125	19	22	182	24	790
1145-1200	27	111	20	27	200	19	37	110	21	21	157	33	783
1200-1215	26	113	23	20	173	21	29	143	31	23	173	27	808
1215-1230	17	105	11	21	159	22	36	136	22	27	182	30	788
1230-1245	24	118	17	27	180	21	31	135	19	24	203	44	843
1245-1300	24	108	17	26	167	28	23	113	18	25	180	35	795
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1100-1200	104	416	90	111	673	86	133	494	102	100	651	124	3084
1115-1215	111	426	97	107	696	95	121	500	97	92	663	118	3123
1130-1230	99	427	82	101	705	94	131	514	93	93	694	114	3147
1145-1245	96	447	73	95	712	83	133	524	93	95	715	134	3200
1200-1300	93	444	70	94	688	92	119	527	90	99	738	137	3202

MD PEAK HOUR
1200-1300



WILTEC

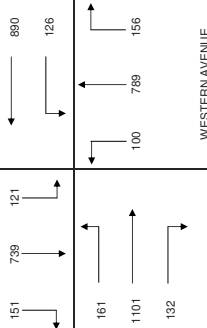
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wilteusa.com

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: NS WESTERN AVENUE
 EW CENTURY BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-415	38	167	27	49	213	33	25	183	30	29	257	40	1090
415-430	35	188	25	23	201	30	36	183	25	36	278	43	1109
430-445	33	196	30	38	224	30	33	178	26	16	229	32	1065
445-500	32	159	35	24	204	32	43	218	26	34	279	38	1124
500-515	34	174	31	39	218	34	50	198	33	34	283	48	1165
515-530	47	190	31	50	225	33	23	182	17	29	257	30	1116
530-545	38	216	24	35	243	27	38	193	24	35	272	44	1189
545-600	32	177	26	21	192	37	29	174	23	31	244	35	1021
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	138	710	117	134	842	125	137	768	107	114	1043	153	4388
415-515	134	717	121	124	847	126	162	781	110	120	1079	162	4483
430-530	146	719	127	151	871	129	151	774	102	113	1038	149	4480
445-545	151	739	121	148	860	126	156	789	100	132	1101	161	4614
500-600	151	757	112	145	878	131	142	748	97	129	1086	158	4511

PM PEAK HOUR
445-545



WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

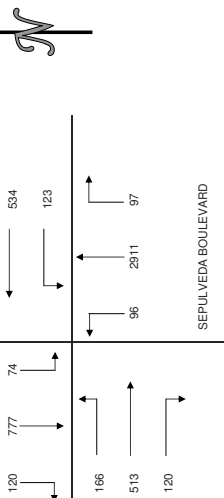
Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY FEBRUARY 24, 2009
 Period: 7:00 AM TO 9:00 AM
 Intersection: N/S SEPULVEDA BOULEVARD
 City: MANHATTAN BEACH BOULEVARD
 Los Angeles

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY FEBRUARY 24, 2009
 Period: 11:00 AM TO 1:00 PM
 Intersection: N/S SEPULVEDA BOULEVARD
 City: MANHATTAN BEACH BOULEVARD
 Los Angeles

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-7:15	32	150	16	34	102	19	11	665	8	21	83	31	1172
7:15-7:30	24	206	11	46	116	31	23	739	10	31	126	38	1401
7:30-7:45	42	220	17	41	137	24	34	766	28	33	136	34	1512
7:45-8:00	28	172	23	63	157	38	20	704	26	29	127	52	1438
8:00-8:15	26	179	23	46	124	30	20	702	32	27	124	42	1375
8:15-8:30	32	179	34	50	136	38	21	600	24	27	115	49	1325
8:30-8:45	46	236	28	35	125	35	30	578	29	38	128	41	1350
8:45-9:00	32	153	28	31	126	32	15	464	23	32	122	60	1118
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
7:00-8:00	126	748	67	184	512	112	88	2874	72	114	472	155	5524
7:15-8:15	120	777	74	196	534	123	97	2911	96	120	513	166	5727
7:30-8:30	128	750	97	200	574	130	95	2772	110	116	502	177	5651
7:45-8:45	132	766	108	194	562	141	91	2564	111	122	494	184	5489
8:00-9:00	136	747	113	162	531	135	86	2344	108	125	488	192	5168

AM PEAK HOUR
7:15-8:15



WILTEC

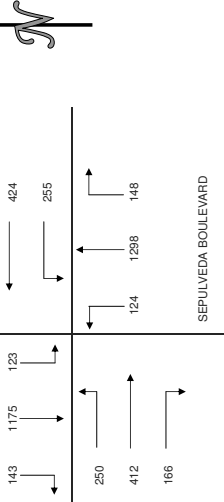
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY FEBRUARY 24, 2009
 Period: 11:00 AM TO 1:00 PM
 Intersection: N/S SEPULVEDA BOULEVARD
 City: MANHATTAN BEACH BOULEVARD
 Los Angeles

Client: CDM/FEHR AND PEERS
 Project: LAX SPECIFIC PLAN AMENDMENT STUDY
 Date: TUESDAY FEBRUARY 24, 2009
 Period: 11:00 AM TO 1:00 PM
 Intersection: N/S SEPULVEDA BOULEVARD
 City: MANHATTAN BEACH BOULEVARD
 Los Angeles

15 MIN COUNTS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-11:15	39	203	21	44	90	59	32	299	42	29	85	61	1003
11:15-11:30	51	253	31	45	90	49	27	278	30	45	109	53	1061
11:30-11:45	36	302	27	36	88	60	32	341	30	43	105	68	1168
11:45-12:00	39	319	26	46	122	78	41	323	28	44	94	63	1225
12:00-12:15	33	276	39	49	113	70	39	305	30	47	95	62	1169
12:15-12:30	35	278	31	32	101	47	36	327	36	32	117	57	1128
12:30-12:45	36	269	29	44	106	61	41	325	24	47	107	61	1150
12:45-1:00	30	310	21	30	113	46	35	366	39	38	117	56	1221
HOURLY TOTALS													
PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
11:00-12:00	165	1077	105	171	390	245	132	1243	130	161	393	245	4457
11:15-12:15	159	1150	123	167	413	257	139	1249	118	179	404	246	4604
11:30-12:30	143	1175	123	154	424	255	148	1298	124	166	412	250	4672
11:45-12:45	143	1142	125	162	442	256	157	1282	118	170	414	243	4654
12:00-1:00	134	1133	120	146	433	224	151	1343	129	164	437	238	4650

MID PEAK HOUR
11:30-12:30



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Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecsa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CDM/FEHR AND PEERS
 PROJECT: LAX SPECIFIC PLAN AMENDMENT STUDY
 DATE: TUESDAY FEBRUARY 24, 2009
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W MANHATTAN BEACH BOULEVARD
 CITY: LOS ANGELES

15 MIN COUNTS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	37	467	43	29	120	48	43	308	58	35	121	44	1353
415-430	36	427	59	34	136	56	29	279	36	41	161	72	1366
430-445	46	520	27	35	108	46	45	304	51	33	131	56	1411
445-500	32	513	54	24	125	72	25	243	29	46	129	60	1341
500-515	27	629	34	37	120	56	48	333	50	28	121	47	1535
515-530	24	582	56	22	155	72	33	264	34	30	169	46	1467
530-545	37	595	45	40	156	63	28	297	45	43	174	41	1504
545-600	26	555	49	31	170	81	28	277	34	44	138	43	1476
HOURLY TOTALS													
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	151	1936	183	122	489	223	142	1134	174	149	536	232	5471
415-515	141	2098	174	130	489	231	148	1159	172	140	536	235	5653
430-530	129	2233	171	118	508	247	152	1144	170	129	544	209	5754
445-545	120	2299	189	123	556	264	135	1137	164	138	527	194	5847
500-600	114	2341	184	130	601	272	138	1171	169	143	542	177	5983

