Midfield Satellite Concourse Draft EIR

Appendix F

Construction Traffic

F.1 Study Area Intersection Geometries

F.2 Study Area Intersection Volumes

F.3 Study Area Intersection Capacity Analysis

F.4 Construction Vehicle Haul Routes and Distribution

F.1. INTERSECTION GEOMETRY

Attachment 1 provides the geometry for each of the 29 intersections included in the Traffic Study.

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2013)

MSC EIR

Lane Geometry Report

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

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

Figure 2 TRAFFIX Lane Geometry Report (2018 plus Other)

MSC EIR

Lane Geometry Report

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

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

Figure 3 TRAFFIX Lane Geometry Report (2018 plus Other plus MSC)

MSC EIR

Lane Geometry Report

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

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

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2013 plus MSC)

MSC EIR

Lane Geometry Report

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

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

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F.2. INTERSECTION VOLUMES

Attachment 2 includes the intersection volumes used in the traffic analysis summary tables.

LAX MSC – Baseline (2013)

LAX MSC – 2018 Without Project

LAX MSC – 2018 With Project

LAX MSC – Baseline (2013) plus Project

TRAFFIX Intersection Volume Report

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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Baseline 2013-AM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	434	343	33	67	149	72	74	781	230	66	1297	108
2	IMPERIAL HWY.	137	254	81	208	126	50	45	152	48	187	524	632
3	AVIATION BLVD	15	771	50	41	356	39	23	18	12	24	27	75
4	La CIENEGA BL	88	153	109	53	145	573	58	517	263	244	1897	319
5	CENTURY BLVD.	0	2397	19	0	805	43	0	0	0	191	73	176
6	CENTURY BLVD.	561	0	71	0	0	0	5	309	381	0	1913	0
7	IMPERIAL HWY.	20	8	32	50	44	5	19	239	163	149	376	79
8	SEPULVEDA @ H	0	844	696	45	276	0	0	0	0	540	0	164
9	IMPERIAL HWY.	31	103	93	40	57	168	154	298	64	27	410	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	467	51	271	925	1
11	IMPERIAL HWY	1	0	1	298	0	40	64	219	1	9	322	795
12	IMPERIAL HWY	61	995	443	162	1114	12	108	123	52	72	97	187
13	IMPERIAL HWY	15	0	13	248	734	516	0	264	54	43	345	0
14	IMPERIAL HWY.	836	0	361	0	0	0	0	208	307	82	533	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	534	572
16	La CIENEGA BL	0	343	31	17	190	34	0	0	0	70	0	129
17	La CIENEGA BL	137	354	0	0	180	93	38	0	52	0	0	0
18	La CIENEGA BL	2	354	71	91	160	0	0	0	0	654	0	44
19	La CIENEGA BL	0	298	27	216	224	12	0	0	1	0	0	58
20	La CIENEGA BL	6	446	92	29	210	0	0	0	1	74	0	54
21	SEPULVEDA BLV	20	984	66	22	740	30	40	54	41	168	73	16
22	SEPULVEDA BLV	1202	1214	100	0	961	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	965	32	59	787	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	184	45	261	0	0	0	0	155	0	16
25	SEPULVEDA BLV	128	1064	24	62	863	56	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1207	8	13	768	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1085	4	5	735	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1036	4	5	744	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	189	43	9	1	57	1	0	6

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```
Baseline 2013-PM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Baseline 2013-PM Peak

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

```
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```

Baseline 2013-PM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	337	387	106	89	428	97	143	1416	364	69	842	105
2	IMPERIAL HWY.	110	325	254	427	457	126	137	792	147	164	359	421
3	AVIATION BLVD	26	703	90	71	868	74	66	55	29	71	26	103
4	La CIENEGA BL	98	269	418	404	554	335	120	1061	608	80	1135	132
5	CENTURY BLVD.	0	2776	24	0	2315	61	0	0	0	473	73	188
6	CENTURY BLVD.	380	0	244	0	0	4	5	1286	573	0	966	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	755	99	77	348	59
8	SEPULVEDA @ H	0	1206	449	358	1389	0	0	0	0	641	0	203
9	IMPERIAL HWY.	95	160	498	273	328	274	168	817	114	41	291	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	782	248	454	500	0
11	IMPERIAL HWY	2	0	8	669	0	151	108	355	0	0	225	438
12	IMPERIAL HWY	116	1297	907	318	1934	19	124	229	142	133	152	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	686	49	36	541	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	959	621	267	493	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1411	188	0	332	211
16	La CIENEGA BL	1	448	179	147	617	8	0	0	0	73	0	75
17	La CIENEGA BL	122	432	0	0	602	107	166	0	185	0	0	0
18	La CIENEGA BL	1	517	74	171	565	0	0	0	0	589	0	154
19	La CIENEGA BL	0	492	40	392	669	7	0	0	5	0	0	244
20	La CIENEGA BL	8	468	41	69	720	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1133	222	89	1250	103	87	308	104	242	204	91
22	SEPULVEDA BLV	1258	1494	241	0	1710	28	0	0	1413	0	0	22
23	SEPULVEDA BLV	125	1157	91	242	1187	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	248	55	395	0	0	0	0	182	0	78
25	SEPULVEDA BLV	180	1276	60	187	1416	57	62	227	89	179	228	145
26	SEPULVEDA @ 7	39	1417	34	115	1722	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1279	21	37	1761	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1333	14	42	1790	59	49	44	37	6	35	22
29	La CIENEGA BL	91	436	7	41	599	57	74	1	173	11	2	8

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```
Future 2018 Without Project-AM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 Without Project-AM Peak

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

```
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```

Future 2018 Without Project-AM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	522	426	36	103	169	79	88	888	254	73	1593	164
2	IMPERIAL HWY.	176	285	89	230	139	59	51	168	53	206	684	782
3	AVIATION BLVD	17	941	55	45	397	43	25	20	13	26	30	83
4	La CIENEGA BL	129	169	120	59	160	633	64	598	317	269	2269	352
5	CENTURY BLVD.	0	3217	21	0	944	47	0	0	0	212	81	313
6	CENTURY BLVD.	699	0	78	0	0	0	6	341	448	0	2207	0
7	IMPERIAL HWY.	26	9	36	55	49	6	21	264	180	165	549	87
8	SEPULVEDA @ H	0	932	790	50	394	0	0	0	0	859	0	181
9	IMPERIAL HWY.	35	115	103	44	63	186	170	329	71	30	497	360
10	IMPERIAL HWY	220	0	395	3	1	1	0	572	56	299	1054	1
11	IMPERIAL HWY	1	0	1	385	0	44	71	242	1	10	356	1214
12	IMPERIAL HWY	69	1171	489	179	1230	13	120	136	57	79	145	310
13	IMPERIAL HWY	21	0	14	274	810	570	0	291	60	47	519	0
14	IMPERIAL HWY.	1066	0	399	0	0	0	0	230	339	91	633	0
15	IMPERIAL HWY.	221	0	28	0	0	0	0	257	213	0	664	632
16	La CIENEGA BL	0	410	34	19	210	38	0	0	0	77	0	143
17	La CIENEGA BL	151	422	0	0	200	103	42	0	57	0	0	0
18	La CIENEGA BL	2	391	78	100	177	0	0	0	0	722	0	60
19	La CIENEGA BL	0	361	30	265	247	13	0	0	1	0	0	64
20	La CIENEGA BL	7	523	102	32	233	0	0	0	1	82	0	60
21	SEPULVEDA BLV	22	1086	73	24	1168	33	66	60	100	191	87	18
22	SEPULVEDA BLV	1358	1998	110	0	1116	9	0	0	714	0	0	4
23	SEPULVEDA BLV	66	1087	35	65	1220	31	85	173	46	45	323	153
24	WESTCHESTER P	0	374	492	50	288	0	0	0	0	220	0	18
25	SEPULVEDA BLV	799	1175	26	82	1008	360	14	56	45	65	112	87
26	SEPULVEDA @ 7	19	1355	9	14	1199	41	264	14	26	11	4	71
27	SEPULVEDA BLV	26	1220	4	6	1162	46	71	15	44	14	19	40
28	SEPULVEDA BLV	12	1166	4	6	1172	13	43	7	12	9	8	26
29	La CIENEGA BL	136	373	7	8	209	47	10	1	63	1	0	7

```
Future 2018 Without Project-PM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Future 2018 Without Project-PM Peak

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

```
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```

Future 2018 Without Project-PM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	382	445	117	158	526	107	160	1901	439	76	973	140
2	IMPERIAL HWY.	125	360	280	550	510	146	156	1008	187	181	418	488
3	AVIATION BLVD	29	804	99	78	1048	82	73	61	32	78	29	114
4	La CIENEGA BL	113	297	462	446	612	370	132	1294	946	88	1314	146
5	CENTURY BLVD.	0	3231	26	0	3276	67	0	0	0	528	81	231
6	CENTURY BLVD.	461	0	269	0	0	4	6	1515	660	0	1087	0
7	IMPERIAL HWY.	138	19	265	97	36	33	46	998	113	85	417	65
8	SEPULVEDA @ H	0	1421	828	395	1550	0	0	0	0	751	0	224
9	IMPERIAL HWY.	105	177	550	306	363	303	185	970	127	45	329	211
10	IMPERIAL HWY	161	1	425	4	0	0	0	1045	275	501	641	0
11	IMPERIAL HWY	2	0	9	1073	0	167	119	392	0	0	248	573
12	IMPERIAL HWY	128	1445	1001	485	2203	21	138	291	157	153	173	383
13	IMPERIAL HWY	78	0	144	104	189	142	0	925	58	40	630	0
14	IMPERIAL HWY.	463	0	221	0	0	0	0	1129	829	295	552	0
15	IMPERIAL HWY.	214	0	235	0	0	0	0	1632	208	0	380	233
16	La CIENEGA BL	1	500	198	163	739	9	0	0	0	81	0	83
17	La CIENEGA BL	135	483	0	0	724	118	183	0	204	0	0	0
18	La CIENEGA BL	1	571	82	189	624	0	0	0	0	650	0	181
19	La CIENEGA BL	0	548	44	649	799	8	0	0	6	0	0	269
20	La CIENEGA BL	9	523	45	128	801	0	0	0	0	188	0	118
21	SEPULVEDA BLV	140	1376	245	98	1439	114	279	353	594	268	226	100
22	SEPULVEDA BLV	1393	1834	266	0	2574	31	0	0	1593	0	0	24
23	SEPULVEDA BLV	138	1585	100	267	1370	193	214	745	124	94	529	221
24	WESTCHESTER P	0	422	357	61	436	0	0	0	0	491	0	86
25	SEPULVEDA BLV	384	1409	66	210	2042	119	198	251	306	198	254	221
26	SEPULVEDA @ 7	43	1985	38	127	1960	286	214	70	82	40	50	52
27	SEPULVEDA BLV	107	1833	23	41	2003	187	128	102	116	29	46	35
28	SEPULVEDA BLV	43	1893	15	46	2035	65	54	49	41	7	39	24
29	La CIENEGA BL	100	486	8	45	721	63	82	1	191	12	2	9

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```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Future 2018 With Project-AM Peak

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

```
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```

Future 2018 With Project-AM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	522	426	36	103	174	79	88	888	254	73	1607	164
2	IMPERIAL HWY.	185	285	89	230	139	64	51	168	53	206	713	782
3	AVIATION BLVD	17	941	55	45	402	43	25	20	13	26	30	83
4	La CIENEGA BL	129	169	120	59	165	633	64	598	317	269	2283	352
5	CENTURY BLVD.	0	3217	21	0	944	47	0	0	0	226	81	313
6	CENTURY BLVD.	699	0	78	0	0	0	6	341	448	0	2221	0
7	IMPERIAL HWY.	27	9	36	55	49	6	21	264	180	165	592	87
8	SEPULVEDA @ H	0	932	790	50	422	0	0	0	0	957	0	181
9	IMPERIAL HWY.	35	115	103	44	63	191	170	329	71	30	520	360
10	IMPERIAL HWY	221	0	395	3	1	1	0	651	56	299	1473	1
11	IMPERIAL HWY	1	0	1	464	0	44	71	242	1	10	356	1633
12	IMPERIAL HWY	92	1171	489	179	1230	13	120	136	57	79	191	310
13	IMPERIAL HWY	22	0	14	274	810	570	0	291	60	47	563	0
14	IMPERIAL HWY.	1066	0	399	0	0	0	0	230	339	91	662	0
15	IMPERIAL HWY.	221	0	28	0	0	0	0	257	213	0	687	632
16	La CIENEGA BL	0	410	34	19	215	38	0	0	0	78	0	143
17	La CIENEGA BL	151	422	0	0	205	103	42	0	57	0	0	0
18	La CIENEGA BL	2	391	78	100	182	0	0	0	0	722	0	60
19	La CIENEGA BL	0	361	30	265	252	13	0	0	1	0	0	64
20	La CIENEGA BL	7	523	102	32	238	0	0	0	1	82	0	60
21	SEPULVEDA BLV	22	1086	73	24	1294	33	66	60	100	191	87	18
22	SEPULVEDA BLV	1358	1998	110	0	1116	9	0	0	714	0	0	4
23	SEPULVEDA BLV	66	1087	35	65	1346	31	85	173	46	45	323	153
24	WESTCHESTER P	0	374	531	50	288	0	0	0	0	385	0	18
25	SEPULVEDA BLV	799	1175	26	82	1008	486	14	56	45	65	112	87
26	SEPULVEDA @ 7	19	1355	9	14	1325	41	264	14	26	11	4	71
27	SEPULVEDA BLV	26	1220	4	6	1288	46	71	15	44	14	19	40
28	SEPULVEDA BLV	12	1166	4	6	1298	13	43	7	12	9	8	26
29	La CIENEGA BL	136	373	7	8	214	47	10	1	63	1	0	7

```
Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 With Project-PM Peak

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

```
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```

Future 2018 With Project-PM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	382	450	117	158	527	107	160	1915	439	76	976	140
2	IMPERIAL HWY.	127	360	280	550	510	147	160	1033	196	181	424	488
3	AVIATION BLVD	29	809	99	78	1049	82	73	61	32	78	29	114
4	La CIENEGA BL	113	297	462	446	613	370	132	1308	946	88	1317	146
5	CENTURY BLVD.	0	3231	26	0	3299	67	0	0	0	531	81	231
6	CENTURY BLVD.	461	0	269	0	0	4	6	1529	660	0	1090	0
7	IMPERIAL HWY.	138	19	265	97	36	33	46	1036	114	85	427	65
8	SEPULVEDA @ H	0	1449	926	395	1556	0	0	0	0	774	0	224
9	IMPERIAL HWY.	105	177	550	306	363	304	186	994	127	45	335	211
10	IMPERIAL HWY	161	1	425	4	0	0	0	1436	275	501	799	0
11	IMPERIAL HWY	2	0	9	1464	0	167	119	392	0	0	248	731
12	IMPERIAL HWY	133	1445	1001	485	2226	21	152	332	157	153	183	383
13	IMPERIAL HWY	78	0	144	104	189	142	0	965	59	40	640	0
14	IMPERIAL HWY.	463	0	221	0	0	0	0	1153	829	295	559	0
15	IMPERIAL HWY.	214	0	235	0	0	0	0	1655	208	0	386	233
16	La CIENEGA BL	1	500	199	163	741	9	0	0	0	81	0	83
17	La CIENEGA BL	135	483	0	0	725	118	183	0	204	0	0	0
18	La CIENEGA BL	1	571	82	189	625	0	0	0	0	650	0	181
19	La CIENEGA BL	0	548	44	649	800	8	0	0	6	0	0	269
20	La CIENEGA BL	9	523	45	128	803	0	0	0	0	188	0	118
21	SEPULVEDA BLV	140	1502	245	98	1468	114	279	357	594	268	226	100
22	SEPULVEDA BLV	1393	1834	266	0	2574	31	0	0	1617	0	0	24
23	SEPULVEDA BLV	138	1711	100	267	1399	193	214	745	124	94	529	221
24	WESTCHESTER P	0	422	551	61	436	0	0	0	0	559	0	86
25	SEPULVEDA BLV	384	1409	66	210	2042	149	324	251	306	198	254	221
26	SEPULVEDA @ 7	43	2111	38	127	1989	286	214	70	82	40	50	52
27	SEPULVEDA BLV	107	1959	23	41	2032	187	128	102	116	29	46	35
28	SEPULVEDA BLV	43	2019	15	46	2064	65	54	49	41	7	39	24
29	La CIENEGA BL	100	486	8	45	722	63	82	1	191	12	2	9

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

Baseline 2013 plus Project-AM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	434	343	33	67	154	72	74	781	230	66	1311	108
2	IMPERIAL HWY.	146	254	81	208	126	55	45	152	48	187	553	632
3	AVIATION BLVD	15	771	50	41	361	39	23	18	12	24	27	75
4	La CIENEGA BL	88	153	109	53	150	573	58	517	263	244	1911	319
5	CENTURY BLVD.	0	2397	19	0	805	43	0	0	0	205	73	176
6	CENTURY BLVD.	561	0	71	0	0	0	5	309	381	0	1927	0
7	IMPERIAL HWY.	21	8	32	50	44	5	19	239	163	149	419	79
8	SEPULVEDA @ H	0	844	696	45	304	0	0	0	0	638	0	164
9	IMPERIAL HWY.	31	103	93	40	57	173	154	298	64	27	433	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	565	51	271	1362	1
11	IMPERIAL HWY	1	0	1	396	0	40	64	219	1	9	322	1233
12	IMPERIAL HWY	84	995	443	162	1114	12	108	123	52	72	143	187
13	IMPERIAL HWY	16	0	13	248	734	516	0	264	54	43	389	0
14	IMPERIAL HWY.	836	0	361	0	0	0	0	208	307	82	562	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	557	572
16	La CIENEGA BL	0	343	31	17	195	34	0	0	0	70	0	129
17	La CIENEGA BL	137	354	0	0	185	93	38	0	52	0	0	0
18	La CIENEGA BL	2	354	71	91	165	0	0	0	0	654	0	44
19	La CIENEGA BL	0	298	27	216	229	12	0	0	1	0	0	58
20	La CIENEGA BL	6	446	92	29	215	0	0	0	1	74	0	54
21	SEPULVEDA BLV	20	984	66	22	866	30	40	54	41	168	73	16
22	SEPULVEDA BLV	1202	1214	100	0	961	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	965	32	59	913	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	233	45	261	0	0	0	0	330	0	16
25	SEPULVEDA BLV	128	1064	24	62	863	182	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1207	8	13	894	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1085	4	5	861	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1036	4	5	870	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	194	43	9	1	57	1	0	6

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Baseline 2013-PM Peak

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

```
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```

Baseline 2013 plus Project-PM Peak

Midfield Satellite Concourse (MSC)

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	337	392	106	89	429	97	143	1430	364	69	845	105
2	IMPERIAL HWY.	112	325	254	427	457	127	142	816	156	164	366	421
3	AVIATION BLVD	26	708	90	71	869	74	66	55	29	71	26	103
4	La CIENEGA BL	98	269	418	404	555	335	120	1075	608	80	1138	132
5	CENTURY BLVD.	0	2776	24	0	2338	61	0	0	0	476	73	188
6	CENTURY BLVD.	380	0	244	0	0	4	5	1300	573	0	969	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	793	100	77	358	59
8	SEPULVEDA @ H	0	1234	547	358	1396	0	0	0	0	664	0	203
9	IMPERIAL HWY.	95	160	498	273	328	275	168	840	114	41	297	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	1191	248	454	678	0
11	IMPERIAL HWY	2	0	8	1079	0	151	108	355	0	0	225	616
12	IMPERIAL HWY	122	1297	907	318	1957	19	138	270	142	133	163	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	726	50	36	551	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	983	621	267	500	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1434	188	0	338	211
16	La CIENEGA BL	1	448	179	147	618	8	0	0	0	73	0	75
17	La CIENEGA BL	122	432	0	0	603	107	166	0	185	0	0	0
18	La CIENEGA BL	1	517	74	171	566	0	0	0	0	589	0	154
19	La CIENEGA BL	0	492	40	392	670	7	0	0	5	0	0	244
20	La CIENEGA BL	8	468	41	69	721	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1259	222	89	1280	103	87	313	104	242	204	91
22	SEPULVEDA BLV	1258	1494	241	0	1710	28	0	0	1436	0	0	22
23	SEPULVEDA BLV	125	1283	91	242	1217	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	451	55	395	0	0	0	0	261	0	78
25	SEPULVEDA BLV	180	1276	60	187	1416	87	188	227	89	179	228	145
26	SEPULVEDA @ 7	39	1543	34	115	1752	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1405	21	37	1791	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1459	14	42	1820	59	49	44	37	6	35	22
29	La CIENEGA BL	91	436	7	41	600	57	74	1	173	11	2	8

F.3. CAPACITY ANALYSIS RESULTS

Attachment 3 provides the capacity analysis results for each condition and scenario evaluated in the traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, construction a.m. peak hour, and construction p.m. peak hour, for the Baseline With and Without Project (2013), and the Cumulative Traffic With and Without Project (2018).

TRAFFIX Analysis Reports

```
Baseline 2013-AM Peak
-------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  434  343    33    67  149    72    74  781   230    66 1297   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   434  343    33    67  149    72    74  781   230    66 1297   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  434  343    33    67  149    72    74  781   230    66 1297   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   477  343    33    74  149    72    74  781   230    66 1297   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.69  0.31
Final Sat.:  2750 2509   241  2750 2750  1375  1375 4249  1251  1375 5077   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.14  0.14  0.03 0.05  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:     239                  75          74                  351
Crit Moves:  ****                 ****        ****                ****
********************************************************************************
```

```
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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                 A
********************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  254    81   208  126    50    45  152    48   187  524   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  254    81   208  126    50    45  152    48   187  524   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   151  254    81   229  126    55    50  152    48   206  524   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3135   990  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.09  0.06  0.08 0.05  0.04  0.02 0.05  0.05  0.07 0.13  0.46
Crit Vol:          127           0               25                        632
Crit Moves:       ****         ****             ****                      ****
********************************************************************************
```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.365
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  771    50    41  356    39    23   18    12    24   27    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  771    50    41  356    39    23   18    12    24   27    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  771    50    41  356    39    23   18    12    24   27    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  771    50    41  356    39    23   18    12    24   27    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    15  771    50    41  356    39    23   18    12    24   27    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.88  0.12  1.00 1.80  0.20  1.00 0.60  0.40  1.00 1.00  1.00
Final Sat.:  1375 2583   167  1375 2478   272  1375  825   550  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.30  0.03 0.14  0.14  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:          410          41               23                    27
Crit Moves:       ****         ****             ****                  ****
********************************************************************************
```

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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.696
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       75               Level Of Service:                 B
********************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88  153   109    53  145   573    58  517   263   244 1897   319
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  153   109    53  145   573    58  517   263   244 1897   319
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    88  153   109    53  145   573    58  517   263   244 1897   319
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88  153   109    53  145   573    58  517   263   244 1897   319
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88  153   120    53  145   630    58  517   263   244 1897   319
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.42  0.58
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4708   792
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04  0.04 0.05  0.23  0.04 0.13  0.19  0.18 0.40  0.40
Crit Vol:      88                     315     0                   554
Crit Moves:  ****                     ****  ****                 ****
********************************************************************************


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```

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.494
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2397    19     0  805    43     0    0     0   191   73   176
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2397    19     0  805    43     0    0     0   191   73   176
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2397     0     0  805    43     0    0     0   191   73   176
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2397     0     0  805    43     0    0     0   191   73   176
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2397     0     0  805    43     0    0     0   210   73   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.48 0.52  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2226  774  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40  0.00  0.00 0.13  0.03  0.00 0.00  0.00  0.09 0.09  0.06
Crit Vol:          599           0                      0          142
Crit Moves:       ****         ****                                ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.634
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                 B
********************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     561    0    71     0    0     0     5  309   381     0 1913     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:  561    0    71     0    0     0     5  309   381     0 1913     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:   561    0    71     0    0     0     5  309   381     0 1913     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  561    0    71     0    0     0     5  309   381     0 1913     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   617    0    71     0    0     0     5  309   419     0 1913     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.00  0.05  0.00 0.00  0.00  0.00 0.10  0.14  0.00 0.43  0.00
Crit Vol:     309                    0           5                  638
Crit Moves:  ****                             ****                 ****
********************************************************************************
```

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```

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    8    32    50   44     5    19  239   163   149  376    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    8    32    50   44     5    19  239   163   149  376    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20    8    32    50   44     5    19  239   163   149  376    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    8    32    50   44     5    19  239   163   149  376    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    20    8    35    55   44     6    19  239   163   164  376    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.48  0.52
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3409   716
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.11  0.11
Crit Vol:      20                  104                   163    82
Crit Moves:  ****                ****                  ****  ****
******************************************************************************
```

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```

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.289
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  844   696    45  276     0     0    0     0   540    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  844   696    45  276     0     0    0     0   540    0   164
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  844     0    45  276     0     0    0     0   540    0   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  844     0    45  276     0     0    0     0   540    0   164
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  844     0    50  276     0     0    0     0   594    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.02 0.06  0.00  0.00 0.00  0.00  0.13 0.00  0.11
Crit Vol:         211          25                       0          198
Crit Moves:      ****         ****                               ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.261
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  103    93    40   57   168   154  298    64    27  410   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31  103    93    40   57   168   154  298    64    27  410   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31  103    93    40   57   168   154  298    64    27  410   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  103    93    40   57   168   154  298    64    27  410   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    34  103   102    44   57   185   169  298    70    30  410   329
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2070  2055  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.05  0.02 0.04  0.07  0.06 0.07  0.03  0.01 0.10  0.12
Crit Vol:      17                        92    85                        164
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.569
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                 A
********************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199    0   357     3    1     1     0  467    51   271  925     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199    0   357     3    1     1     0  467    51   271  925     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   199    0     0     3    1     1     0  467    51   271  925     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199    0     0     3    1     1     0  467    51   271  925     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   219    0     0     3    1     1     0  467    51   298  925     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.16  0.04  0.10 0.32  0.00
Crit Vol:     109                    5              234              463
Crit Moves:  ****                 ****             ****             ****
********************************************************************************


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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.254
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   298    0    40    64  219     1     9  322   795
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   298    0    40    64  219     1     9  322   795
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   298    0    40    64  219     1     9  322   795
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   298    0    40    64  219     1     9  322   795
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   328    0    40    70  219     1     9  322   874
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2837    13  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.12 0.00  0.03  0.02 0.08  0.08  0.01 0.11  0.31
Crit Vol:                 2   164              35                   161
Crit Moves:            ****  ****            ****                 ****
******************************************************************************
```

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```
Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.566
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                 A
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  995   443   162 1114    12   108  123    52    72   97   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  995   443   162 1114    12   108  123    52    72   97   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  995   443   162 1114    12   108  123    52    72   97   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61  995   443   162 1114    12   108  123    52    72   97   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    61  995   443   178 1114    12   119  123    52    79   97   187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5441    59  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.24  0.32  0.06 0.20  0.20  0.04 0.03  0.04  0.03 0.02  0.14
Crit Vol:                443    89               59                        187
Crit Moves:             ****  ****             ****                      ****
******************************************************************************
```

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.432
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    0    13   248  734   516     0  264    54    43  345     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:   15    0    13   248  734   516     0  264    54    43  345     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:    15    0    13   248  734   516     0  264    54    43  345     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15    0    13   248  734   516     0  264    54    43  345     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    15    0    14   273  734   568     0  264    54    47  345     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2222  2053     0 3549   726  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.19 0.33  0.28  0.00 0.07  0.07  0.02 0.08  0.00
Crit Vol:      15                  471              106           24
Crit Moves:  ****                ****             ****          ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                 A
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   361     0    0     0     0  208   307    82  533     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:  836    0   361     0    0     0     0  208   307    82  533     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:   836    0   361     0    0     0     0  208   307    82  533     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  836    0   361     0    0     0     0  208   307    82  533     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   920    0   397     0    0     0     0  208   338    90  533     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.14  0.00 0.00  0.00  0.00 0.07  0.12  0.03 0.19  0.00
Crit Vol:     460                    0              104              267
Crit Moves:  ****                                 ****             ****
********************************************************************************


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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.211
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200    0    25     0    0     0     0  233   193     0  534   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200    0    25     0    0     0     0  233   193     0  534   572
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   200    0    25     0    0     0     0  233     0     0  534     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  200    0    25     0    0     0     0  233     0     0  534     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   220    0    25     0    0     0     0  233     0     0  534     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2559    0   291     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.09  0.00 0.00  0.00  0.00 0.05  0.00  0.00 0.12  0.00
Crit Vol:     123                    0           0                   178
Crit Moves:  ****                               ****                ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 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  343    31    17  190    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  343    31    17  190    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  343    31    17  190    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  343    31    17  190    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.54  0.46  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2614   236  1425 3626   649     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          187          17                     0                    129
Crit Moves:       ****         ****                                       ****
********************************************************************************
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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.198
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  354     0     0  180    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  354     0     0  180    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   137  354     0     0  180    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     137                       93                52           0
Crit Moves:  ****                      ****              ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  354    71    91  160     0     0    0     0   654    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  354    71    91  160     0     0    0     0   654    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  354    78    91  160     0     0    0     0   719    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.88 0.00  0.12
Final Sat.:    20 2830  1425  1425 2850     0     0    0     0  2686    0   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.05  0.06 0.06  0.00  0.00 0.00  0.00  0.27 0.00  0.27
Crit Vol:          178           91                       0          382
Crit Moves:       ****          ****                               ****
********************************************************************************


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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  298    27   216  224    12     0    0     1     0    0    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  298    27   216  224    12     0    0     1     0    0    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  298    27   216  224    12     0    0     1     0    0    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  298    27   216  224    12     0    0     1     0    0    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  298    27   238  224    12     0    0     1     0    0    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2522   228  2750 2610   140     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.206
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  446    92    29  210     0     0    0     1    74    0    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  446    92    29  210     0     0    0     1    74    0    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     6  446    92    29  210     0     0    0     1    81    0    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          223          29                           1    41
Crit Moves:       ****         ****                        ****  ****
********************************************************************************


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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  984    66    22  740    30    40   54    41   168   73    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  984    66    22  740    30    40   54    41   168   73    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  984    66    22  740    30    40   54    41   168   73    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  984    66    22  740    30    40   54    41   168   73    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    20  984    66    22  740    30    40   54    41   168   73    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.64  0.36
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2256   494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.05  0.02 0.18  0.02  0.03 0.02  0.03  0.12 0.03  0.03
Crit Vol:          328          22                           41   168
Crit Moves:       ****         ****                        ****  ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                 A
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1202 1214   100     0  961     8     0    0   647     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1202 1214   100     0  961     8     0    0   647     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1202 1214   100     0  961     8     0    0   647     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1202 1214   100     0  961     8     0    0   647     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1322 1214   100     0  961     8     0    0   712     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.77  0.23  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3950   325     0 5653    47     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.31  0.31  0.00 0.17  0.17  0.00 0.00  0.12  0.00 0.00  0.00
Crit Vol:     331                242                178     0
Crit Moves:  ****                ****               ****  ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  965    32    59  787    28    77  157    42    41  293   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  965    32    59  787    28    77  157    42    41  293   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  965    32    59  787    28    77  157    42    41  293   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  965    32    59  787    28    77  157    42    41  293   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60  965    32    59  787    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.19  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59               42                   216
Crit Moves:       ****         ****             ****                 ****
********************************************************************************

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.221
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  339   184    45  261     0     0    0     0   155    0    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  339   184    45  261     0     0    0     0   155    0    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  339   184    45  261     0     0    0     0   155    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   184    45  261     0     0    0     0   155    0    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  339   184    45  261     0     0    0     0   171    0    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.13  0.03 0.09  0.00  0.00 0.00  0.00  0.06 0.00  0.01
Crit Vol:                184    45                      0          85
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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```

```
Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1064    24    62  863    56    13   51    41    59   94    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1064    24    62  863    56    13   51    41    59   94    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1064    24    62  863    56    13   51    41    59   94    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1064    24    62  863    56    13   51    41    59   94    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   128 1064    24    62  863    56    13   51    41    59   94    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.09  0.91
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1524  1226  1375 1494  1256
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.26  0.02  0.05 0.21  0.04  0.01 0.03  0.03  0.04 0.06  0.06
Crit Vol:          355          62                   46          59
Crit Moves:       ****         ****                 ****        ****
******************************************************************************
```

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```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17 1207     8    13  768    37   239   13    24    10    4    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17 1207     8    13  768    37   239   13    24    10    4    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1207     8    13  768    37   239   13    24    10    4    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1207     8    13  768    37   239   13    24    10    4    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1207     8    13  768    37   263   13    24    10    4    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.27  0.01  0.01 0.17  0.02  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          402          13               131                        64
Crit Moves:       ****         ****             ****                       ****
********************************************************************************


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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.323
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24 1085     4     5  735    42    64   14    40    13   17    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   24 1085     4     5  735    42    64   14    40    13   17    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24 1085     4     5  735    42    64   14    40    13   17    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24 1085     4     5  735    42    64   14    40    13   17    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    24 1085     4     5  735    42    64   14    40    13   17    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4483    17  1500 4500  1500  1500 1500  1500  1500  481  1019
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.24  0.00 0.16  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:           363           5               64                   53
Crit Moves:        ****         ****             ****                 ****
******************************************************************************
```

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```

```
Baseline 2013-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.281
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11 1036     4     5  744    12    39    6    11     8    7    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11 1036     4     5  744    12    39    6    11     8    7    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11 1036     4     5  744    12    39    6    11     8    7    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1036     4     5  744    12    39    6    11     8    7    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    11 1036     4     5  744    12    39    6    11     8    7    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.95  0.05  0.69 0.11  0.20  1.00 0.23  0.77
Final Sat.:  1500 4483    17  1500 4429    71  1045  161   295  1500  339  1161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.23  0.00 0.17  0.17  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:          347           5               39                   31
Crit Moves:       ****         ****             ****                 ****
******************************************************************************
```

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```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.181
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  309     6     7  189    43     9    1    57     1    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  309     6     7  189    43     9    1    57     1    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  309     6     7  189    43     9    1    57     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  309     6     7  189    43     9    1    57     1    0     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  309     6     7  189    43     9    1    57     1    0     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.44  0.56  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2796    54  1425 3483   792  1425 1425  1425   204    0  1221
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.11  0.00 0.05  0.05  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     123                  77                    57     1
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
```

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```
Baseline 2013-PM Peak
-------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-PM Peak

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

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.664
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  B
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     337  387   106    89  428    97   143 1416   364    69  842   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  387   106    89  428    97   143 1416   364    69  842   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  387   106    89  428    97   143 1416   364    69  842   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  387   106    89  428    97   143 1416   364    69  842   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   371  387   106    98  428    97   143 1416   364    69  842   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.18  0.82  1.00 3.56  0.44
Final Sat.:  2750 2159   591  2750 2750  1375  1375 4375  1125  1375 4890   610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18  0.18  0.04 0.16  0.07  0.10 0.32  0.32  0.05 0.17  0.17
Crit Vol:     185                  214              445          69
Crit Moves:  ****                 ****             ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.582
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                 A
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  325   254   427  457   126   137  792   147   164  359   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  110  325   254   427  457   126   137  792   147   164  359   421
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   110  325   254   427  457   126   137  792   147   164  359   421
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  325   254   427  457   126   137  792   147   164  359   421
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   121  325   254   470  457   139   151  792   147   180  359   421
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3479   646  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.18  0.17 0.17  0.10  0.05 0.23  0.23  0.07 0.09  0.31
Crit Vol:          163         235                  313          90
Crit Moves:       ****        ****                 ****        ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  703    90    71  868    74    66   55    29    71   26   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  703    90    71  868    74    66   55    29    71   26   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  703    90    71  868    74    66   55    29    71   26   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  703    90    71  868    74    66   55    29    71   26   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26  703    90    71  868    74    66   55    29    71   26   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.77  0.23  1.00 1.84  0.16  1.00 0.65  0.35  1.00 1.00  1.00
Final Sat.:  1375 2438   312  1375 2534   216  1375  900   475  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.05 0.34  0.34  0.05 0.06  0.06  0.05 0.02  0.07
Crit Vol:      26                  471              84           71
Crit Moves:  ****                ****             ****         ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      98  269   418   404  554   335   120 1061   608    80 1135   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   98  269   418   404  554   335   120 1061   608    80 1135   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    98  269   418   404  554   335   120 1061   608    80 1135   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98  269   418   404  554   335   120 1061   608    80 1135   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    98  269   460   404  554   369   120 1061   608    80 1135   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.58  0.42
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4927   573
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.29 0.20  0.13  0.09 0.26  0.44  0.06 0.23  0.23
Crit Vol:                230   404                       608     0
Crit Moves:             ****  ****                     ****  ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.660
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2776    24     0 2315    61     0    0     0   473   73   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2776    24     0 2315    61     0    0     0   473   73   188
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2776     0     0 2315    61     0    0     0   473   73   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2776     0     0 2315    61     0    0     0   473   73   188
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2776     0     0 2315    61     0    0     0   520   73   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.75 0.25  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2631  369  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.00  0.00 0.39  0.04  0.00 0.00  0.00  0.20 0.20  0.07
Crit Vol:          694           0                      0          297
Crit Moves:       ****         ****                                ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     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:  380    0   244     0    0     4     5 1286   573     0  966     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:   380    0   244     0    0     4     5 1286   573     0  966     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380    0   244     0    0     4     5 1286   573     0  966     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   418    0   244     0    0     4     5 1286   630     0  966     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.68  1.32  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4027  1973     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.16  0.00 0.00  0.00  0.00 0.32  0.32  0.00 0.21  0.00
Crit Vol:     209                    0              479            0
Crit Moves:  ****                 ****            ****         ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   17   240    88   33    30    42  755    99    77  348    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   17   240    88   33    30    42  755    99    77  348    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124   17   240    88   33    30    42  755    99    77  348    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   17   240    88   33    30    42  755    99    77  348    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   124   17   264    97   33    33    42  755    99    85  348    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.78 0.22  1.00  1.00 2.65  0.35  2.00 2.57  0.43
Final Sat.:  1375 1375  2750  2453  297  1375  1375 3647   478  2750 3527   598
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.11  0.02  0.03 0.21  0.21  0.03 0.10  0.10
Crit Vol:                132        153              285          42
Crit Moves:             ****       ****             ****         ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.489
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 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 1206   449   358 1389     0     0    0     0   641    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1206     0   358 1389     0     0    0     0   641    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1206     0   358 1389     0     0    0     0   641    0   203
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1206     0   394 1389     0     0    0     0   705    0   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.00  0.13 0.31  0.00  0.00 0.00  0.00  0.16 0.00  0.14
Crit Vol:          302         197                      0         235
Crit Moves:       ****        ****                               ****
******************************************************************************

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.523
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      95  160   498   273  328   274   168  817   114    41  291   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  160   498   273  328   274   168  817   114    41  291   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   273  328   274   168  817   114    41  291   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   273  328   274   168  817   114    41  291   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   300  328   301   185  817   125    45  291   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.20  0.11 0.15  0.15  0.07 0.20  0.05  0.02 0.07  0.07
Crit Vol:                274   150                  272          23
Crit Moves:             ****  ****                ****         ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.509
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                 A
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     146    1   385     4    0     0     0  782   248   454  500     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:  146    1   385     4    0     0     0  782   248   454  500     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146    1     0     4    0     0     0  782   248   454  500     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    1     0     4    0     0     0  782   248   454  500     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   161    1     0     4    0     0     0  782   248   499  500     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2832   18  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.27  0.17  0.18 0.18  0.00
Crit Vol:      81               4                  391          250
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.386
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     8   669    0   151   108  355     0     0  225   438
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     8   669    0   151   108  355     0     0  225   438
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     8   669    0   151   108  355     0     0  225   438
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8   669    0   151   108  355     0     0  225   438
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     8   736    0   151   119  355     0     0  225   482
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.00  0.80  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   285    0  1140  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.26 0.00  0.11  0.04 0.12  0.00  0.00 0.08  0.17
Crit Vol:                 10   368               59                   113
Crit Moves:              **** ****             ****                 ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.074
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1297   907   318 1934    19   124  229   142   133  152   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1297   907   318 1934    19   124  229   142   133  152   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   116 1297   907   350 1934    19   136  229   142   146  152   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5446    54  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.31  0.66  0.13 0.36  0.36  0.05 0.06  0.10  0.05 0.04  0.24
Crit Vol:                907   175               68                       326
Crit Moves:             ****  ****             ****                     ****
******************************************************************************


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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.309
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70    0   130    94  171   129     0  686    49    36  541     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:   70    0   130    94  171   129     0  686    49    36  541     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:    70    0   130    94  171   129     0  686    49    36  541     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  686    49    36  541     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    70    0   143   103  171   142     0  686    49    40  541     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.80  0.20  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2336  1939     0 3990   285  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.17  0.17  0.01 0.13  0.00
Crit Vol:                 72        104              245          20
Crit Moves:             ****      ****             ****         ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                 A
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     387    0   200     0    0     0     0  959   621   267  493     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:  387    0   200     0    0     0     0  959   621   267  493     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:   387    0   200     0    0     0     0  959   621   267  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  387    0   200     0    0     0     0  959   621   267  493     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   426    0   220     0    0     0     0  959   683   294  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.34  1.66  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3329  2371  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.08  0.00 0.00  0.00  0.00 0.29  0.29  0.10 0.17  0.00
Crit Vol:     213                    0              411          147
Crit Moves:  ****                                 ****         ****
******************************************************************************

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   194    0   213     0    0     0     0 1411     0     0  332     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  194    0   213     0    0     0     0 1411     0     0  332     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   213    0   213     0    0     0     0 1411     0     0  332     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.33  0.00  0.00 0.08  0.00
Crit Vol:     213                    0              470           0
Crit Moves:  ****                                  ****         ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.376
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  448   179   147  617     8     0    0     0    73    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  448   179   147  617     8     0    0     0    73    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  448   179   147  617     8     0    0     0    73    0    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  448   179   147  617     8     0    0     0    73    0    75
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  448   179   147  617     8     0    0     0    80    0    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     5 2033   812  1425 4220    55     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.10 0.15  0.15  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:           314         147                      0                   75
Crit Moves:        ****        ****                                         ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.381
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     122  432     0     0  602   107   166    0   185     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:  122  432     0     0  602   107   166    0   185     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:   122  432     0     0  602   107   166    0   185     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122  432     0     0  602   107   166    0   185     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   122  432     0     0  602   107   183    0   185     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.55  0.45  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3630   645  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.00  0.00 0.17  0.17  0.06 0.00  0.13  0.00 0.00  0.00
Crit Vol:     122                  236                   185           0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    74   171  565     0     0    0     0   589    0   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    74   171  565     0     0    0     0   589    0   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  517    74   171  565     0     0    0     0   589    0   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  517    74   171  565     0     0    0     0   589    0   154
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  517    81   171  565     0     0    0     0   648    0   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2303    0   547
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18  0.06  0.12 0.20  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:       1                283                0                   401
Crit Moves:  ****                ****                                ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.354
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  492    40   392  669     7     0    0     5     0    0   244
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  492    40   392  669     7     0    0     5     0    0   244
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  492    40   392  669     7     0    0     5     0    0   244
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  492    40   392  669     7     0    0     5     0    0   244
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  492    40   431  669     7     0    0     5     0    0   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2543   207  2750 2722    28     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.19  0.16 0.25  0.25  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:          266         216                           5          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.288
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  468    41    69  720     0     0    0     0   170    0   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  468    41    69  720     0     0    0     0   170    0   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  468    41    69  720     0     0    0     0   170    0   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  468    41    69  720     0     0    0     0   170    0   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     8  468    41    69  720     0     0    0     0   187    0   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.16  0.03  0.05 0.17  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          234          69                     0                    107
Crit Moves:       ****         ****                                       ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.683
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127 1133   222    89 1250   103    87  308   104   242  204    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127 1133   222    89 1250   103    87  308   104   242  204    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127 1133   222    89 1250   103    87  308   104   242  204    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1133   222    89 1250   103    87  308   104   242  204    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127 1133   222    89 1250   103    87  308   104   242  204    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1902   848
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.27  0.16  0.06 0.30  0.07  0.06 0.11  0.08  0.18 0.11  0.11
Crit Vol:     127                417              154              242
Crit Moves:  ****               ****             ****             ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.820
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104                Level Of Service:                 D
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1258 1494   241     0 1710    28     0    0  1413     0    0    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1258 1494   241     0 1710    28     0    0  1413     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1384 1494   241     0 1710    28     0    0  1554     0    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.58  0.42  0.00 3.94  0.06  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3681   594     0 5608    92     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41  0.41  0.00 0.30  0.30  0.00 0.00  0.27  0.00 0.00  0.02
Crit Vol:     346                435                389     0
Crit Moves:  ****                ****                ****  ****
********************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.781
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104               Level Of Service:                  C
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     125 1157    91   242 1187   175   194  675   112    85  479   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  125 1157    91   242 1187   175   194  675   112    85  479   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125 1157    91   242 1187   175   194  675   112    85  479   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1157    91   242 1187   175   194  675   112    85  479   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   125 1157    91   242 1187   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.28  0.07  0.18 0.29  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          386         242              107                   340
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.283
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  382   248    55  395     0     0    0     0   182    0    78
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  382   248    55  395     0     0    0     0   182    0    78
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  382   248    55  395     0     0    0     0   182    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  382   248    55  395     0     0    0     0   182    0    78
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  382   248    55  395     0     0    0     0   200    0    78
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.17  0.04 0.14  0.00  0.00 0.00  0.00  0.07 0.00  0.05
Crit Vol:                248    55                       0         100
Crit Moves:             ****  ****                              ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                  C
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180 1276    60   187 1416    57    62  227    89   179  228   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1276    60   187 1416    57    62  227    89   179  228   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1276    60   187 1416    57    62  227    89   179  228   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1276    60   187 1416    57    62  227    89   179  228   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1276    60   187 1416    57    62  227    89   179  228   145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.44  0.56  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1975   775  1375 1681  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.04  0.14 0.34  0.04  0.05 0.11  0.11  0.13 0.14  0.14
Crit Vol:     180                472              158          179
Crit Moves:  ****               ****             ****         ****
******************************************************************************
```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.510
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1417    34   115 1722   259   194   63    74    36   45    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1417    34   115 1722   259   194   63    74    36   45    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1417    34   115 1722   259   194   63    74    36   45    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1417    34   115 1722   259   194   63    74    36   45    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1417    34   115 1722   259   213   63    74    36   45    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.31  0.02  0.08 0.38  0.17  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:      39                574          107                   45
Crit Moves:  ****                ****         ****                  ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97 1279    21    37 1761   169   116   92   105    26   42    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97 1279    21    37 1761   169   116   92   105    26   42    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    97 1279    21    37 1761   169   116   92   105    26   42    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   97 1279    21    37 1761   169   116   92   105    26   42    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    97 1279    21    37 1761   169   116   92   105    26   42    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4427    73  1500 4500  1500  1500 1500  1500  1500  851   649
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.29  0.29  0.02 0.39  0.11  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:      97                  587         116                   74
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1333    14    42 1790    59    49   44    37     6   35    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1333    14    42 1790    59    49   44    37     6   35    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1333    14    42 1790    59    49   44    37     6   35    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1333    14    42 1790    59    49   44    37     6   35    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1333    14    42 1790    59    49   44    37     6   35    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4453    47  1500 4356   144   565  508   427  1500  921   579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.30  0.30  0.03 0.41  0.41  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      39                616              130              6
Crit Moves:  ****                ****             ****             ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.346
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  436     7    41  599    57    74    1   173    11    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  436     7    41  599    57    74    1   173    11    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  436     7    41  599    57    74    1   173    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  436     7    41  599    57    74    1   173    11    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91  436     7    41  599    57    74    1   173    11    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.74  0.26  1.00 1.00  1.00  0.52 0.10  0.38
Final Sat.:  1425 2805    45  1425 3904   371  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.16  0.03 0.15  0.15  0.05 0.00  0.12  0.01 0.01  0.01
Crit Vol:      91                  219                   173    11
Crit Moves:  ****                ****                  ****  ****
******************************************************************************
```

```
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```

```
Future 2018 Without Project-AM Peak
-------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 Without Project-AM Peak

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

```
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```

```
Future 2018 Without Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.654
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               Level Of Service:                  B
********************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  379    36    74  165    79    82  862   254    73 1432   119
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  379    36    74  165    79    82  862   254    73 1432   119
Added Vol:     43   47     0    29    4     0     6   26     0     0  161    45
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  522  426    36   103  169    79    88  888   254    73 1593   164
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   522  426    36   103  169    79    88  888   254    73 1593   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  522  426    36   103  169    79    88  888   254    73 1593   164
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   574  426    36   113  169    79    88  888   254    73 1593   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.84  0.16  2.00 2.00  1.00  1.00 3.11  0.89  1.00 3.63  0.37
Final Sat.:  2750 2536   214  2750 2750  1375  1375 4277  1223  1375 4987   513
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.17  0.17  0.04 0.06  0.06  0.06 0.21  0.21  0.05 0.32  0.32
Crit Vol:     287                84          88                439
Crit Moves:  ****               ****        ****              ****
********************************************************************************


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```
Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.693
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74                Level Of Service:                 B
******************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  280    89   230  139    55    50  168    53   206  579   698
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  280    89   230  139    55    50  168    53   206  579   698
Added Vol:     25    5     0     0    0     4     1    0     0     0  105    84
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  176  285    89   230  139    59    51  168    53   206  684   782
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   176  285    89   230  139    59    51  168    53   206  684   782
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  176  285    89   230  139    59    51  168    53   206  684   782
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   194  285    89   253  139    65    56  168    53   227  684   782
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3136   989  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.06  0.09 0.05  0.05  0.02 0.05  0.05  0.08 0.17  0.57
Crit Vol:          143           0              28                        782
Crit Moves:       ****         ****            ****                      ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.441
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  851    55    45  393    43    25   20    13    26   30    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17  851    55    45  393    43    25   20    13    26   30    83
Added Vol:      0   90     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17  941    55    45  397    43    25   20    13    26   30    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17  941    55    45  397    43    25   20    13    26   30    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  941    55    45  397    43    25   20    13    26   30    83
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17  941    55    45  397    43    25   20    13    26   30    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.89  0.11  1.00 1.80  0.20  1.00 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2598   152  1375 2481   269  1375  833   542  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.03 0.16  0.16  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          498           0              25                          83
Crit Moves:       ****         ****            ****                        ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      129                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  169   120    59  160   633    64  571   290   269 2094   352
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97  169   120    59  160   633    64  571   290   269 2094   352
Added Vol:     32    0     0     0    0     0     0   27    27     0  175     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  169   120    59  160   633    64  598   317   269 2269   352
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  169   120    59  160   633    64  598   317   269 2269   352
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  169   120    59  160   633    64  598   317   269 2269   352
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   129  169   132    59  160   696    64  598   317   269 2269   352
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.46  0.54
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4761   739
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.06  0.05  0.04 0.06  0.25  0.05 0.14  0.23  0.20 0.48  0.48
Crit Vol:     129                      348     0                  655
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.651
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  B
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2646    21     0  889    47     0    0     0   211   81   194
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2646    21     0  889    47     0    0     0   211   81   194
Added Vol:      0  571     0     0   55     0     0    0     0     1    0   119
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3217    21     0  944    47     0    0     0   212   81   313
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3217     0     0  944    47     0    0     0   212   81   313
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3217     0     0  944    47     0    0     0   212   81   313
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3217     0     0  944    47     0    0     0   233   81   344
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.48 0.52  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2227  773  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.54  0.00  0.00 0.16  0.03  0.00 0.00  0.00  0.10 0.10  0.11
Crit Vol:          804           0                0                          172
Crit Moves:       ****         ****                                       ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.751
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58                Level Of Service:                 C
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     619    0    78     0    0     0     6  341   421     0 2112     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:  619    0    78     0    0     0     6  341   421     0 2112     0
Added Vol:     80    0     0     0    0     0     0    0    27     0   95     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  699    0    78     0    0     0     6  341   448     0 2207     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:   699    0    78     0    0     0     6  341   448     0 2207     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  699    0    78     0    0     0     6  341   448     0 2207     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   769    0    78     0    0     0     6  341   493     0 2207     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.16  0.00 0.49  0.00
Crit Vol:     384                    0           6                   736
Crit Moves:  ****                             ****                ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.297
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    9    35    55   49     6    21  264   180   165  415    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22    9    35    55   49     6    21  264   180   165  415    87
Added Vol:      4    0     1     0    0     0     0    0     0     0  134     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26    9    36    55   49     6    21  264   180   165  549    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26    9    36    55   49     6    21  264   180   165  549    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26    9    36    55   49     6    21  264   180   165  549    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    26    9    40    61   49     7    21  264   180   182  549    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.56 0.44  1.00  1.00 2.00  1.00  2.00 2.59  0.41
Final Sat.:  1375 1375  2750  2150  600  1375  1375 2750  1375  2750 3561   564
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.02 0.10  0.13  0.07 0.15  0.15
Crit Vol:      26                  112                   180    91
Crit Moves:  ****                ****                  ****  ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.384
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  932   768    50  305     0     0    0     0   596    0   181
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  932   768    50  305     0     0    0     0   596    0   181
Added Vol:      0    0    22     0   89     0     0    0     0   263    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  932   790    50  394     0     0    0     0   859    0   181
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  932     0    50  394     0     0    0     0   859    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  932     0    50  394     0     0    0     0   859    0   181
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  932     0    55  394     0     0    0     0   945    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.00  0.02 0.09  0.00  0.00 0.00  0.00  0.21 0.00  0.12
Crit Vol:          233          28                       0          315
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.285
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34  114   103    44   63   185   170  329    71    30  453   330
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34  114   103    44   63   185   170  329    71    30  453   330
Added Vol:      1    1     0     0    0     1     0    0     0     0   44    30
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  115   103    44   63   186   170  329    71    30  497   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  115   103    44   63   186   170  329    71    30  497   360
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  115   103    44   63   186   170  329    71    30  497   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    39  115   113    48   63   205   187  329    78    33  497   396
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2078  2047  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.06  0.06  0.02 0.05  0.07  0.07 0.08  0.03  0.01 0.12  0.14
Crit Vol:          76          24              94                          198
Crit Moves:       ****        ****            ****                        ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.659
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 B
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     220    0   394     3    1     1     0  516    56   299  719     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  220    0   394     3    1     1     0  516    56   299  719     1
Added Vol:      0    0     1     0    0     0     0   56     0     0  335     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  220    0   395     3    1     1     0  572    56   299 1054     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   220    0     0     3    1     1     0  572    56   299 1054     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  220    0     0     3    1     1     0  572    56   299 1054     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   242    0     0     3    1     1     0  572    56   329 1054     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.20  0.04  0.12 0.37  0.00
Crit Vol:     121                    5              286              527
Crit Moves:  ****                 ****            ****             ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   329    0    44    71  242     1    10  356   878
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   329    0    44    71  242     1    10  356   878
Added Vol:      0    0     0    56    0     0     0    0     0     0    0   336
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   385    0    44    71  242     1    10  356  1214
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   385    0    44    71  242     1    10  356  1214
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   385    0    44    71  242     1    10  356  1214
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   424    0    44    78  242     1    10  356  1335
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2838    12  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.15 0.00  0.03  0.03 0.09  0.09  0.01 0.12  0.47
Crit Vol:                 2     0              39                          668
Crit Moves:             ****  ****           ****                        ****
********************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.701
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76                Level Of Service:                 C
******************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      67 1099   489   179 1230    13   119  136    57    79  107   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   67 1099   489   179 1230    13   119  136    57    79  107   206
Added Vol:      2   72     0     0    0     0     1    0     0     0   38   104
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   69 1171   489   179 1230    13   120  136    57    79  145   310
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    69 1171   489   179 1230    13   120  136    57    79  145   310
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   69 1171   489   179 1230    13   120  136    57    79  145   310
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    69 1171   489   197 1230    13   132  136    57    87  145   310
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5442    58  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.28  0.36  0.07 0.23  0.23  0.05 0.03  0.04  0.03 0.04  0.23
Crit Vol:                489    98              66                          310
Crit Moves:             ****  ****            ****                        ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    0    14   274  810   570     0  291    60    47  381     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:   17    0    14   274  810   570     0  291    60    47  381     0
Added Vol:      4    0     0     0    0     0     0    0     0     0  138     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21    0    14   274  810   570     0  291    60    47  519     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:    21    0    14   274  810   570     0  291    60    47  519     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21    0    14   274  810   570     0  291    60    47  519     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    21    0    15   301  810   627     0  291    60    52  519     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2221  2054     0 3544   731  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.21 0.36  0.31  0.00 0.08  0.08  0.02 0.12  0.00
Crit Vol:      21                520              117              173
Crit Moves:  ****                ****             ****             ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.714
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65                Level Of Service:                 C
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     923    0   399     0    0     0     0  230   339    91  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  923    0   399     0    0     0     0  230   339    91  588     0
Added Vol:    143    0     0     0    0     0     0    0     0     0   45     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1066    0   399     0    0     0     0  230   339    91  633     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1066    0   399     0    0     0     0  230   339    91  633     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1066    0   399     0    0     0     0  230   339    91  633     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1173    0   439     0    0     0     0  230   373   100  633     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.13  0.04 0.22  0.00
Crit Vol:     586                    0              115              317
Crit Moves:  ****                                 ****             ****
******************************************************************************
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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.250
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0    28     0    0     0     0  257   213     0  590   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221    0    28     0    0     0     0  257   213     0  590   632
Added Vol:      0    0     0     0    0     0     0    0     0     0   74     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0    28     0    0     0     0  257   213     0  664   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   221    0    28     0    0     0     0  257     0     0  664     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0    28     0    0     0     0  257     0     0  664     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   243    0    28     0    0     0     0  257     0     0  664     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.79 0.01  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2556    0   294     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.00  0.00 0.16  0.00
Crit Vol:     136                    0           0                   221
Crit Moves:  ****                             ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  379    34    19  210    38     0    0     0    77    0   142
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  379    34    19  210    38     0    0     0    77    0   142
Added Vol:      0   31     0     0    0     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  410    34    19  210    38     0    0     0    77    0   143
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  410    34    19  210    38     0    0     0    77    0   143
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  410    34    19  210    38     0    0     0    77    0   143
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  410    34    19  210    38     0    0     0    85    0   143
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1.85  0.15  1.00 2.54  0.46  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2632   218  1425 3620   655     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.16  0.01 0.06  0.06  0.00 0.00  0.00  0.03 0.00  0.10
Crit Vol:          222          19                      0                    143
Crit Moves:       ****         ****                                        ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                    Midfield Satellite Concourse (MSC)
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                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.216
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  391     0     0  199   103    42    0    57     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:  151  391     0     0  199   103    42    0    57     0    0     0
Added Vol:      0   31     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  422     0     0  200   103    42    0    57     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:   151  422     0     0  200   103    42    0    57     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  422     0     0  200   103    42    0    57     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  422     0     0  200   103    46    0    57     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.00  0.00 0.07  0.07  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     151                  100                    57           0
Crit Moves:  ****                 ****                 ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.508
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  391    78   100  177     0     0    0     0   722    0    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  391    78   100  177     0     0    0     0   722    0    49
Added Vol:      0    0     0     0    0     0     0    0     0     0    0    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  391    78   100  177     0     0    0     0   722    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  391    78   100  177     0     0    0     0   722    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  391    78   100  177     0     0    0     0   722    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  391    86   100  177     0     0    0     0   794    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.86 0.00  0.14
Final Sat.:    18 2832  1425  1425 2850     0     0    0     0  2650    0   200
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.14  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Crit Vol:          197          100                       0          427
Crit Moves:       ****         ****                              ****
******************************************************************************


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Future 2018 Without Project-AM Peak
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                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.249
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  329    30   238  247    13     0    0     1     0    0    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  329    30   238  247    13     0    0     1     0    0    64
Added Vol:      0   32     0    27    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  361    30   265  247    13     0    0     1     0    0    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  361    30   265  247    13     0    0     1     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  361    30   265  247    13     0    0     1     0    0    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  361    30   292  247    13     0    0     1     0    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2539   211  2750 2612   138     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.14  0.11 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          195         146                          1          0
Crit Moves:       ****        ****                       ****       ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.238
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  492   102    32  232     0     0    0     1    82    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  492   102    32  232     0     0    0     1    82    0    60
Added Vol:      0   31     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  523   102    32  233     0     0    0     1    82    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  523   102    32  233     0     0    0     1    82    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  523   102    32  233     0     0    0     1    82    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     7  523   102    32  233     0     0    0     1    90    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.07  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          262          32                          1    45
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 1086    73    24  817    33    44   60    45   185   81    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22 1086    73    24  817    33    44   60    45   185   81    18
Added Vol:      0    0     0     0  351     0    22    0    55     6    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22 1086    73    24 1168    33    66   60   100   191   87    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22 1086    73    24 1168    33    66   60   100   191   87    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1086    73    24 1168    33    66   60   100   191   87    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22 1086    73    24 1168    33    66   60   100   191   87    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.66  0.34
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2279   471
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.05  0.02 0.28  0.02  0.05 0.02  0.07  0.14 0.04  0.04
Crit Vol:      22                389                100   191
Crit Moves:  ****                ****               ****  ****
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Future 2018 Without Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.631
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      108                Level Of Service:                 B
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1327 1340   110     0 1061     9     0    0   714     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1327 1340   110     0 1061     9     0    0   714     0    0     4
Added Vol:     31  658     0     0   55     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1358 1998   110     0 1116     9     0    0   714     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1358 1998   110     0 1116     9     0    0   714     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1358 1998   110     0 1116     9     0    0   714     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1494 1998   110     0 1116     9     0    0   785     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.84  0.16  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 4052   223     0 5654    46     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.49  0.49  0.00 0.20  0.20  0.00 0.00  0.14  0.00 0.00  0.00
Crit Vol:          703              281                    196     0
Crit Moves:       ****                                   ****  ****
******************************************************************************


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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.551
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1065    35    65  869    31    85  173    46    45  323   153
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1065    35    65  869    31    85  173    46    45  323   153
Added Vol:      0   22     0     0  351     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 1087    35    65 1220    31    85  173    46    45  323   153
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1087    35    65 1220    31    85  173    46    45  323   153
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1087    35    65 1220    31    85  173    46    45  323   153
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1087    35    65 1220    31    94  173    46    45  323   153
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1866   884
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26  0.03  0.05 0.30  0.02  0.03 0.06  0.03  0.03 0.17  0.17
Crit Vol:      66                407          47                238
Crit Moves:  ****                ****        ****              ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  374   203    50  288     0     0    0     0   171    0    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  374   203    50  288     0     0    0     0   171    0    18
Added Vol:      0    0   289     0    0     0     0    0     0    49    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  374   492    50  288     0     0    0     0   220    0    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  374   492    50  288     0     0    0     0   220    0    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  374   492    50  288     0     0    0     0   220    0    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  374   492    50  288     0     0    0     0   242    0    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.35  0.04 0.10  0.00  0.00 0.00  0.00  0.08 0.00  0.01
Crit Vol:                492    50                      0          121
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.927
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     141 1175    26    68  953    16    14   56    45    65  104    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1175    26    68  953    16    14   56    45    65  104    87
Added Vol:    658    0     0    14   55   344     0    0     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  799 1175    26    82 1008   360    14   56    45    65  112    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   799 1175    26    82 1008   360    14   56    45    65  112    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  799 1175    26    82 1008   360    14   56    45    65  112    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   799 1175    26    82 1008   360    14   56    45    65  112    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.13  0.87
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1525  1225  1375 1548  1202
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.58 0.28  0.02  0.06 0.24  0.26  0.01 0.04  0.04  0.05 0.07  0.07
Crit Vol:     799                      360         50          65
Crit Moves:  ****                     ****       ****        ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.455
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19 1333     9    14  848    41   264   14    26    11    4    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1333     9    14  848    41   264   14    26    11    4    71
Added Vol:      0   22     0     0  351     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1355     9    14 1199    41   264   14    26    11    4    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1355     9    14 1199    41   264   14    26    11    4    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1355     9    14 1199    41   264   14    26    11    4    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19 1355     9    14 1199    41   290   14    26    11    4    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.01  0.01 0.27  0.03  0.10 0.01  0.02  0.01 0.00  0.05
Crit Vol:          452          14              145                          71
Crit Moves:       ****         ****            ****                        ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.362
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 1198     4     6  811    46    71   15    44    14   19    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26 1198     4     6  811    46    71   15    44    14   19    40
Added Vol:      0   22     0     0  351     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26 1220     4     6 1162    46    71   15    44    14   19    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26 1220     4     6 1162    46    71   15    44    14   19    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1220     4     6 1162    46    71   15    44    14   19    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26 1220     4     6 1162    46    71   15    44    14   19    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4485    15  1500 4500  1500  1500 1500  1500  1500  483  1017
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.27  0.27  0.00 0.26  0.03  0.05 0.01  0.03  0.01 0.04  0.04
Crit Vol:      26                387          71                    59
Crit Moves:  ****                ****        ****                  ****
******************************************************************************
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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.323
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12 1144     4     6  821    13    43    7    12     9    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12 1144     4     6  821    13    43    7    12     9    8    26
Added Vol:      0   22     0     0  351     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12 1166     4     6 1172    13    43    7    12     9    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12 1166     4     6 1172    13    43    7    12     9    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12 1166     4     6 1172    13    43    7    12     9    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    12 1166     4     6 1172    13    43    7    12     9    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.97  0.03  0.70 0.11  0.19  1.00 0.24  0.76
Final Sat.:  1500 4485    15  1500 4451    49  1040  169   290  1500  353  1147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.00 0.26  0.26  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      12                 395          43                   34
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

```
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```

```
Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.200
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     136  341     7     8  209    47    10    1    63     1    0     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  136  341     7     8  209    47    10    1    63     1    0     7
Added Vol:      0   32     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  373     7     8  209    47    10    1    63     1    0     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   136  373     7     8  209    47    10    1    63     1    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  136  373     7     8  209    47    10    1    63     1    0     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   136  373     7     8  209    47    10    1    63     1    0     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.45  0.55  1.00 1.00  1.00  0.12 0.00  0.88
Final Sat.:  1425 2798    53  1425 3490   785  1425 1425  1425   178    0  1247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.13  0.01 0.06  0.06  0.01 0.00  0.04  0.01 0.00  0.01
Crit Vol:     136                  85                    63     1
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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```

```
Future 2018 Without Project-PM Peak
-------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 Without Project-PM Peak

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

```
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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.825
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      130               Level Of Service:                 D
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     372  427   117    98  473   107   158 1563   402    76  930   116
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  372  427   117    98  473   107   158 1563   402    76  930   116
Added Vol:     10   18     0    60   53     0     2  338    37     0   43    24
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  382  445   117   158  526   107   160 1901   439    76  973   140
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   382  445   117   158  526   107   160 1901   439    76  973   140
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  382  445   117   158  526   107   160 1901   439    76  973   140
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   420  445   117   174  526   107   160 1901   439    76  973   140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.58  0.42  2.00 2.00  1.00  1.00 3.25  0.75  1.00 3.50  0.50
Final Sat.:  2750 2177   573  2750 2750  1375  1375 4468  1032  1375 4808   692
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.20  0.06 0.19  0.08  0.12 0.43  0.43  0.06 0.20  0.20
Crit Vol:     210                263              585              76
Crit Moves:  ****                ****             ****             ****
******************************************************************************
```

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```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.713
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       79                Level Of Service:                 C
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  359   280   471  505   139   151  874   162   181  396   465
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  359   280   471  505   139   151  874   162   181  396   465
Added Vol:      4    1     0    79    5     7     5  134    25     0   22    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125  360   280   550  510   146   156 1008   187   181  418   488
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125  360   280   550  510   146   156 1008   187   181  418   488
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125  360   280   550  510   146   156 1008   187   181  418   488
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   138  360   280   605  510   161   172 1008   187   199  418   488
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3479   646  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.20  0.22 0.19  0.12  0.06 0.29  0.29  0.07 0.10  0.35
Crit Vol:          180          303                  398          100
Crit Moves:       ****         ****                 ****         ****
******************************************************************************


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```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  776    99    78  958    82    73   61    32    78   29   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  776    99    78  958    82    73   61    32    78   29   114
Added Vol:      0   28     0     0   90     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  804    99    78 1048    82    73   61    32    78   29   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  804    99    78 1048    82    73   61    32    78   29   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  804    99    78 1048    82    73   61    32    78   29   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    29  804    99    78 1048    82    73   61    32    78   29   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.78  0.22  1.00 1.85  0.15  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2449   301  1375 2550   200  1375  902   473  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.33  0.33  0.06 0.41  0.41  0.05 0.07  0.07  0.06 0.02  0.08
Crit Vol:      29                565              93               78
Crit Moves:  ****                ****             ****             ****
******************************************************************************
```

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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.115
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  297   462   446  612   370   132 1171   671    88 1253   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  108  297   462   446  612   370   132 1171   671    88 1253   146
Added Vol:      5    0     0     0    0     0     0  123   275     0   61     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  113  297   462   446  612   370   132 1294   946    88 1314   146
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113  297   462   446  612   370   132 1294   946    88 1314   146
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  297   462   446  612   370   132 1294   946    88 1314   146
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   113  297   508   446  612   407   132 1294   946    88 1314   146
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.60  0.40
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4950   550
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.18  0.32 0.22  0.15  0.10 0.31  0.69  0.06 0.27  0.27
Crit Vol:                254   446                      946     0
Crit Moves:             ****  ****                    ****  ****
******************************************************************************


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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.767
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3065    26     0 2556    67     0    0     0   522   81   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3065    26     0 2556    67     0    0     0   522   81   208
Added Vol:      0  166     0     0  720     0     0    0     0     6    0    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3231    26     0 3276    67     0    0     0   528   81   231
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3231     0     0 3276    67     0    0     0   528   81   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3231     0     0 3276    67     0    0     0   528   81   231
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3231     0     0 3276    67     0    0     0   581   81   254
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.76 0.24  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2633  367  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.54  0.00  0.00 0.55  0.04  0.00 0.00  0.00  0.22 0.22  0.08
Crit Vol:       0                 819                 0          331
Crit Moves:  ****                ****                          ****
******************************************************************************
```

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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.543
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420    0   269     0    0     4     6 1420   633     0 1067     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:  420    0   269     0    0     4     6 1420   633     0 1067     0
Added Vol:     41    0     0     0    0     0     0   95    27     0   20     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  461    0   269     0    0     4     6 1515   660     0 1087     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:   461    0   269     0    0     4     6 1515   660     0 1087     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  461    0   269     0    0     4     6 1515   660     0 1087     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   507    0   269     0    0     4     6 1515   726     0 1087     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.70  1.30  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4056  1944     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.18  0.00 0.00  0.00  0.00 0.37  0.37  0.00 0.24  0.00
Crit Vol:     254                  0              560           0
Crit Moves:  ****                ****            ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.533
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137   19   265    97   36    33    46  834   109    85  384    65
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137   19   265    97   36    33    46  834   109    85  384    65
Added Vol:      1    0     0     0    0     0     0  164     4     0   33     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138   19   265    97   36    33    46  998   113    85  417    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138   19   265    97   36    33    46  998   113    85  417    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138   19   265    97   36    33    46  998   113    85  417    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   138   19   292   107   36    36    46  998   113    94  417    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.69  0.31  2.00 2.60  0.40
Final Sat.:  1375 1375  2750  2459  291  1375  1375 3705   420  2750 3569   556
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.01  0.11  0.04 0.12  0.03  0.03 0.27  0.27  0.03 0.12  0.12
Crit Vol:                146        170              370          47
Crit Moves:             ****       ****             ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.565
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1332   496   395 1534     0     0    0     0   708    0   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1332   496   395 1534     0     0    0     0   708    0   224
Added Vol:      0   89   332     0   16     0     0    0     0    43    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1421   828   395 1550     0     0    0     0   751    0   224
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1421     0   395 1550     0     0    0     0   751    0   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1421     0   395 1550     0     0    0     0   751    0   224
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1421     0   435 1550     0     0    0     0   826    0   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.14 0.34  0.00  0.00 0.00  0.00  0.18 0.00  0.15
Crit Vol:          355         217                      0         275
Crit Moves:       ****        ****                               ****
******************************************************************************
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Future 2018 Without Project-PM Peak
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                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
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:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     105  177   550   301  362   303   185  902   126    45  321   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  177   550   301  362   303   185  902   126    45  321   206
Added Vol:      0    0     0     5    1     0     0   68     1     0    8     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  105  177   550   306  363   303   185  970   127    45  329   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  177   550   306  363   303   185  970   127    45  329   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  177   550   306  363   303   185  970   127    45  329   211
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   116  177   605   337  363   333   204  970   140    50  329   232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.13  0.22  0.12 0.17  0.17  0.07 0.24  0.05  0.02 0.08  0.08
Crit Vol:                303   168                  323          25
Crit Moves:             ****  ****                ****         ****
******************************************************************************
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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.625
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 B
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161    1   425     4    0     0     0  712   274   501  552     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:  161    1   425     4    0     0     0  712   274   501  552     0
Added Vol:      0    0     0     0    0     0     0  333     1     0   89     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  161    1   425     4    0     0     0 1045   275   501  641     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161    1     0     4    0     0     0 1045   275   501  641     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161    1     0     4    0     0     0 1045   275   501  641     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   177    1     0     4    0     0     0 1045   275   551  641     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2834   16  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.37  0.19  0.19 0.22  0.00
Crit Vol:      89               4                  522         276
Crit Moves:  ****             ****                ****        ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.555
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     9   739    0   167   119  392     0     0  248   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     9   739    0   167   119  392     0     0  248   484
Added Vol:      0    0     0   334    0     0     0    0     0     0    0    89
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     9  1073    0   167   119  392     0     0  248   573
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     9  1073    0   167   119  392     0     0  248   573
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     9  1073    0   167   119  392     0     0  248   573
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     9  1180    0   167   131  392     0     0  248   630
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.18 0.00  0.82  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   259    0  1166  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.41 0.00  0.12  0.05 0.14  0.00  0.00 0.09  0.22
Crit Vol:                 11   590              65                   124
Crit Moves:              ****  ****            ****                 ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.256
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1432  1001   351 2135    21   137  253   157   147  168   360
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1432  1001   351 2135    21   137  253   157   147  168   360
Added Vol:      0   13     0   134   68     0     1   38     0     6    5    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128 1445  1001   485 2203    21   138  291   157   153  173   383
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1445  1001   485 2203    21   138  291   157   153  173   383
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1445  1001   485 2203    21   138  291   157   153  173   383
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   128 1445  1001   534 2203    21   152  291   157   168  173   383
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5448    52  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.35  0.73  0.19 0.40  0.40  0.06 0.07  0.11  0.06 0.04  0.28
Crit Vol:               1001   267              76                         383
Crit Moves:             ****  ****            ****                       ****
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                     Midfield Satellite Concourse (MSC)
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.382
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77    0   144   104  189   142     0  757    54    40  597     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:   77    0   144   104  189   142     0  757    54    40  597     0
Added Vol:      1    0     0     0    0     0     0  168     4     0   33     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78    0   144   104  189   142     0  925    58    40  630     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:    78    0   144   104  189   142     0  925    58    40  630     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78    0   144   104  189   142     0  925    58    40  630     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    78    0   158   114  189   156     0  925    58    44  630     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.82  0.18  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2339  1936     0 4023   252  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.06  0.08 0.08  0.08  0.00 0.23  0.23  0.02 0.15  0.00
Crit Vol:                79        115              328          22
Crit Moves:             ****      ****             ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.651
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 B
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     427    0   221     0    0     0     0 1059   686   295  544     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:  427    0   221     0    0     0     0 1059   686   295  544     0
Added Vol:     36    0     0     0    0     0     0   70   143     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  463    0   221     0    0     0     0 1129   829   295  552     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:   463    0   221     0    0     0     0 1129   829   295  552     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  463    0   221     0    0     0     0 1129   829   295  552     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   509    0   243     0    0     0     0 1129   912   325  552     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.21  1.79  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3153  2547  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.09  0.00 0.00  0.00  0.00 0.36  0.36  0.11 0.19  0.00
Crit Vol:     255                    0              510          162
Crit Moves:  ****                                 ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.547
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     214    0   235     0    0     0     0 1558   208     0  367   233
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214    0   235     0    0     0     0 1558   208     0  367   233
Added Vol:      0    0     0     0    0     0     0   74     0     0   13     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  214    0   235     0    0     0     0 1632   208     0  380   233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   214    0   235     0    0     0     0 1632     0     0  380     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214    0   235     0    0     0     0 1632     0     0  380     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   235    0   235     0    0     0     0 1632     0     0  380     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.38  0.00  0.00 0.09  0.00
Crit Vol:     235                 0              544            0
Crit Moves:  ****                                ****          ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  495   198   162  681     9     0    0     0    81    0    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  495   198   162  681     9     0    0     0    81    0    83
Added Vol:      0    5     0     1   58     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  500   198   163  739     9     0    0     0    81    0    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  500   198   163  739     9     0    0     0    81    0    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  500   198   163  739     9     0    0     0    81    0    83
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  500   198   163  739     9     0    0     0    89    0    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.43  0.56  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2039   807  1425 4224    51     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.25  0.25  0.11 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          349         163                      0                    83
Crit Moves:       ****        ****                                         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.435
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  477     0     0  665   118   183    0   204     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:  135  477     0     0  665   118   183    0   204     0    0     0
Added Vol:      0    6     0     0   59     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  483     0     0  724   118   183    0   204     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:   135  483     0     0  724   118   183    0   204     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  483     0     0  724   118   183    0   204     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   135  483     0     0  724   118   201    0   204     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.58  0.42  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3676   599  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.17  0.00  0.00 0.20  0.20  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     135                  281                   204          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.534
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  571    82   189  624     0     0    0     0   650    0   170
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  571    82   189  624     0     0    0     0   650    0   170
Added Vol:      0    0     0     0    0     0     0    0     0     0    0    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  571    82   189  624     0     0    0     0   650    0   181
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  571    82   189  624     0     0    0     0   650    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  571    82   189  624     0     0    0     0   650    0   181
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  571    90   189  624     0     0    0     0   715    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.60 0.00  0.40
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2274    0   576
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.06  0.13 0.22  0.00  0.00 0.00  0.00  0.31 0.00  0.31
Crit Vol:       1                 312                 0          448
Crit Moves:  ****                ****                          ****
******************************************************************************
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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.479
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  543    44   433  739     8     0    0     6     0    0   269
Growth Adj:  1.00 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  543    44   433  739     8     0    0     6     0    0   269
Added Vol:      0    5     0   216   60     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  548    44   649  799     8     0    0     6     0    0   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  548    44   649  799     8     0    0     6     0    0   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  548    44   649  799     8     0    0     6     0    0   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  548    44   714  799     8     0    0     6     0    0   296
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2546   204  2750 2723    27     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.22  0.26 0.29  0.29  0.00 0.00  0.00  0.00 0.00  0.11
Crit Vol:          296         357                           6          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.356
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  517    45    76  795     0     0    0     0   188    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  517    45    76  795     0     0    0     0   188    0   118
Added Vol:      0    6     0    52    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9  523    45   128  801     0     0    0     0   188    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  523    45   128  801     0     0    0     0   188    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  523    45   128  801     0     0    0     0   188    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     9  523    45   128  801     0     0    0     0   207    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.03  0.09 0.19  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          262          128                      0                    118
Crit Moves:       ****         ****                                          ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.078
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140 1138   245    98 1380   114    96  340   115   267  225   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  140 1138   245    98 1380   114    96  340   115   267  225   100
Added Vol:      0  238     0     0   59     0   183   13   479     1    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140 1376   245    98 1439   114   279  353   594   268  226   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140 1376   245    98 1439   114   279  353   594   268  226   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140 1376   245    98 1439   114   279  353   594   268  226   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   140 1376   245    98 1439   114   279  353   594   268  226   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.39  0.61
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1906   844
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.33  0.18  0.07 0.35  0.08  0.20 0.13  0.43  0.19 0.12  0.12
Crit Vol:     140                480                594   268
Crit Moves:  ****                ****              ****  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.033
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1389 1649   266     0 1888    31     0    0  1560     0    0    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1389 1649   266     0 1888    31     0    0  1560     0    0    24
Added Vol:      4  185     0     0  686     0     0    0    33     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1393 1834   266     0 2574    31     0    0  1593     0    0    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1393 1834   266     0 2574    31     0    0  1593     0    0    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1393 1834   266     0 2574    31     0    0  1593     0    0    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1532 1834   266     0 2574    31     0    0  1752     0    0    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.62  0.38  0.00 3.95  0.05  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3734   542     0 5632    68     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.49  0.49  0.00 0.46  0.46  0.00 0.00  0.31  0.00 0.00  0.02
Crit Vol:     383                651                438     0
Crit Moves:  ****               ****               ****  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.937
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138 1164   100   267 1311   193   214  745   124    94  529   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138 1164   100   267 1311   193   214  745   124    94  529   221
Added Vol:      0  421     0     0   59     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138 1585   100   267 1370   193   214  745   124    94  529   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138 1585   100   267 1370   193   214  745   124    94  529   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138 1585   100   267 1370   193   214  745   124    94  529   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   138 1585   100   267 1370   193   235  745   124    94  529   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.38  0.07  0.19 0.33  0.14  0.09 0.27  0.09  0.07 0.27  0.27
Crit Vol:          528         267              118                  375
Crit Moves:       ****        ****             ****                 ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.483
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  422   274    61  436     0     0    0     0   201    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  422   274    61  436     0     0    0     0   201    0    86
Added Vol:      0    0    83     0    0     0     0    0     0   290    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  422   357    61  436     0     0    0     0   491    0    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  422   357    61  436     0     0    0     0   491    0    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  422   357    61  436     0     0    0     0   491    0    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  422   357    61  436     0     0    0     0   540    0    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.25  0.04 0.15  0.00  0.00 0.00  0.00  0.19 0.00  0.06
Crit Vol:                357    61                      0          270
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.141
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199 1409    66   206 1563    63    22  251    98   198  252   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199 1409    66   206 1563    63    22  251    98   198  252   160
Added Vol:    185    0     0     4  479    56   176    0   208     0    2    61
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  384 1409    66   210 2042   119   198  251   306   198  254   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   384 1409    66   210 2042   119   198  251   306   198  254   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  384 1409    66   210 2042   119   198  251   306   198  254   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   384 1409    66   210 2042   119   198  251   306   198  254   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.07  0.93
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1471  1279
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.34  0.05  0.15 0.50  0.09  0.14 0.18  0.22  0.14 0.17  0.17
Crit Vol:     384                681                306   198
Crit Moves:  ****                ****               ****  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.638
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 B
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1564    38   127 1901   286   214   70    82    40   50    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1564    38   127 1901   286   214   70    82    40   50    52
Added Vol:      0  421     0     0   59     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 1985    38   127 1960   286   214   70    82    40   50    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 1985    38   127 1960   286   214   70    82    40   50    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 1985    38   127 1960   286   214   70    82    40   50    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 1985    38   127 1960   286   235   70    82    40   50    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.44  0.03  0.08 0.44  0.19  0.08 0.05  0.05  0.03 0.03  0.03
Crit Vol:          662         127              118                   50
Crit Moves:       ****        ****             ****                  ****
******************************************************************************


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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.656
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard              79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107 1412    23    41 1944   187   128  102   116    29   46    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107 1412    23    41 1944   187   128  102   116    29   46    35
Added Vol:      0  421     0     0   59     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  107 1833    23    41 2003   187   128  102   116    29   46    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   107 1833    23    41 2003   187   128  102   116    29   46    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107 1833    23    41 2003   187   128  102   116    29   46    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   107 1833    23    41 2003   187   128  102   116    29   46    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4444    56  1500 4500  1500  1500 1500  1500  1500  852   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.41  0.41  0.03 0.45  0.12  0.09 0.07  0.08  0.02 0.05  0.05
Crit Vol:     107                668         128                   81
Crit Moves:  ****                ****        ****                  ****
******************************************************************************
```

```
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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.596
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1472    15    46 1976    65    54   49    41     7   39    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1472    15    46 1976    65    54   49    41     7   39    24
Added Vol:      0  421     0     0   59     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 1893    15    46 2035    65    54   49    41     7   39    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 1893    15    46 2035    65    54   49    41     7   39    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 1893    15    46 2035    65    54   49    41     7   39    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 1893    15    46 2035    65    54   49    41     7   39    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.91  0.09  0.38 0.34  0.28  1.00 0.62  0.38
Final Sat.:  1500 4465    35  1500 4361   139   563  510   427  1500  929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.42  0.42  0.03 0.47  0.47  0.10 0.10  0.10  0.00 0.04  0.04
Crit Vol:      43                700              144              7
Crit Moves:  ****                ****             ****          ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.396
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100  481     8    45  661    63    82    1   191    12    2     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100  481     8    45  661    63    82    1   191    12    2     9
Added Vol:      0    5     0     0   60     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100  486     8    45  721    63    82    1   191    12    2     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  486     8    45  721    63    82    1   191    12    2     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  486     8    45  721    63    82    1   191    12    2     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   100  486     8    45  721    63    82    1   191    12    2     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.76  0.24  1.00 1.00  1.00  0.52 0.09  0.39
Final Sat.:  1425 2804    46  1425 3931   344  1425 1425  1425   743  124   558
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.17  0.03 0.18  0.18  0.06 0.00  0.13  0.02 0.02  0.02
Crit Vol:     100                261                 191    12
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
-------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2018 With Project-AM Peak

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

```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.658
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       67               Level Of Service:                  B
********************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  379    36    74  165    79    82  862   254    73 1432   119
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  379    36    74  165    79    82  862   254    73 1432   119
Added Vol:     43   47     0    29    9     0     6   26     0     0  175    45
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  522  426    36   103  174    79    88  888   254    73 1607   164
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   522  426    36   103  174    79    88  888   254    73 1607   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  522  426    36   103  174    79    88  888   254    73 1607   164
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   574  426    36   113  174    79    88  888   254    73 1607   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.84  0.16  2.00 2.00  1.00  1.00 3.11  0.89  1.00 3.63  0.37
Final Sat.:  2750 2536   214  2750 2750  1375  1375 4277  1223  1375 4991   509
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.17  0.17  0.04 0.06  0.06  0.06 0.21  0.21  0.05 0.32  0.32
Crit Vol:     287                87          88                443
Crit Moves:  ****               ****        ****              ****
********************************************************************************


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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.693
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74                Level Of Service:                 B
********************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  280    89   230  139    55    50  168    53   206  579   698
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  280    89   230  139    55    50  168    53   206  579   698
Added Vol:     34    5     0     0    0     9     1    0     0     0  134    84
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  185  285    89   230  139    64    51  168    53   206  713   782
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   185  285    89   230  139    64    51  168    53   206  713   782
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  185  285    89   230  139    64    51  168    53   206  713   782
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   204  285    89   253  139    70    56  168    53   227  713   782
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.99  1.01  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2738  1387  2750 3136   989  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.06  0.09 0.05  0.05  0.02 0.05  0.05  0.08 0.17  0.57
Crit Vol:          143           0              28                        782
Crit Moves:       ****         ****            ****                      ****
********************************************************************************


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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.441
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  851    55    45  393    43    25   20    13    26   30    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17  851    55    45  393    43    25   20    13    26   30    83
Added Vol:      0   90     0     0    9     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17  941    55    45  402    43    25   20    13    26   30    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17  941    55    45  402    43    25   20    13    26   30    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  941    55    45  402    43    25   20    13    26   30    83
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17  941    55    45  402    43    25   20    13    26   30    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.89  0.11  1.00 1.81  0.19  1.00 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2598   152  1375 2484   266  1375  833   542  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.03 0.16  0.16  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          498           0              25                          83
Crit Moves:       ****         ****            ****                        ****
********************************************************************************
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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.826
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      131                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  169   120    59  160   633    64  571   290   269 2094   352
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97  169   120    59  160   633    64  571   290   269 2094   352
Added Vol:     32    0     0     0    5     0     0   27    27     0  189     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  169   120    59  165   633    64  598   317   269 2283   352
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  169   120    59  165   633    64  598   317   269 2283   352
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  169   120    59  165   633    64  598   317   269 2283   352
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   129  169   132    59  165   696    64  598   317   269 2283   352
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.47  0.53
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4765   735
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.06  0.05  0.04 0.06  0.25  0.05 0.14  0.23  0.20 0.48  0.48
Crit Vol:     129                      348     0                  659
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.646
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  B
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2646    21     0  889    47     0    0     0   211   81   194
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2646    21     0  889    47     0    0     0   211   81   194
Added Vol:      0  571     0     0   55     0     0    0     0    15    0   119
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3217    21     0  944    47     0    0     0   226   81   313
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3217     0     0  944    47     0    0     0   226   81   313
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3217     0     0  944    47     0    0     0   226   81   313
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3217     0     0  944    47     0    0     0   249   81   344
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.51 0.49  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2263  737  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.54  0.00  0.00 0.16  0.03  0.00 0.00  0.00  0.11 0.11  0.11
Crit Vol:          804           0                      0         165
Crit Moves:       ****         ****                              ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.754
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59                Level Of Service:                 C
********************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     619    0    78     0    0     0     6  341   421     0 2112     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:  619    0    78     0    0     0     6  341   421     0 2112     0
Added Vol:     80    0     0     0    0     0     0    0    27     0  109     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  699    0    78     0    0     0     6  341   448     0 2221     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:   699    0    78     0    0     0     6  341   448     0 2221     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  699    0    78     0    0     0     6  341   448     0 2221     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   769    0    78     0    0     0     6  341   493     0 2221     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.16  0.00 0.49  0.00
Crit Vol:     384                    0           6                   740
Crit Moves:  ****                             ****                ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.298
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    9    35    55   49     6    21  264   180   165  415    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22    9    35    55   49     6    21  264   180   165  415    87
Added Vol:      5    0     1     0    0     0     0    0     0     0  177     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27    9    36    55   49     6    21  264   180   165  592    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27    9    36    55   49     6    21  264   180   165  592    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    9    36    55   49     6    21  264   180   165  592    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    27    9    40    61   49     7    21  264   180   182  592    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.56 0.44  1.00  1.00 2.00  1.00  2.00 2.62  0.38
Final Sat.:  1375 1375  2750  2150  600  1375  1375 2750  1375  2750 3596   529
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.02 0.10  0.13  0.07 0.16  0.16
Crit Vol:      27                  112                   180    91
Crit Moves:  ****                ****                  ****  ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.408
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  932   768    50  305     0     0    0     0   596    0   181
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  932   768    50  305     0     0    0     0   596    0   181
Added Vol:      0    0    22     0  117     0     0    0     0   361    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  932   790    50  422     0     0    0     0   957    0   181
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  932     0    50  422     0     0    0     0   957    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  932     0    50  422     0     0    0     0   957    0   181
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  932     0    55  422     0     0    0     0  1053    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.00  0.02 0.09  0.00  0.00 0.00  0.00  0.23 0.00  0.12
Crit Vol:          233          28                       0          351
Crit Moves:       ****         ****                             ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.302
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34  114   103    44   63   185   170  329    71    30  453   330
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34  114   103    44   63   185   170  329    71    30  453   330
Added Vol:      1    1     0     0    0     6     0    0     0     0   67    30
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  115   103    44   63   191   170  329    71    30  520   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  115   103    44   63   191   170  329    71    30  520   360
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  115   103    44   63   191   170  329    71    30  520   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    39  115   113    48   63   210   187  329    78    33  520   396
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2078  2047  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.06  0.06  0.02 0.05  0.08  0.07 0.08  0.03  0.01 0.13  0.14
Crit Vol:      19                        105    94                        198
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.834
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      112               Level Of Service:                 D
********************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     220    0   394     3    1     1     0  516    56   299  719     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  220    0   394     3    1     1     0  516    56   299  719     1
Added Vol:      1    0     1     0    0     0     0  135     0     0  754     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0   395     3    1     1     0  651    56   299 1473     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   221    0     0     3    1     1     0  651    56   299 1473     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0     0     3    1     1     0  651    56   299 1473     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   243    0     0     3    1     1     0  651    56   329 1473     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.23  0.04  0.12 0.52  0.00
Crit Vol:     122                    5              326              737
Crit Moves:  ****                 ****            ****             ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.659
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      115               Level Of Service:                 B
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   329    0    44    71  242     1    10  356   878
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   329    0    44    71  242     1    10  356   878
Added Vol:      0    0     0   135    0     0     0    0     0     0    0   755
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   464    0    44    71  242     1    10  356  1633
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   464    0    44    71  242     1    10  356  1633
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   464    0    44    71  242     1    10  356  1633
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   510    0    44    78  242     1    10  356  1796
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2838    12  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.18 0.00  0.03  0.03 0.09  0.09  0.01 0.12  0.63
Crit Vol:                 2     0              39                          898
Crit Moves:             ****  ****           ****                        ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.701
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76                Level Of Service:                 C
********************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      67 1099   489   179 1230    13   119  136    57    79  107   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   67 1099   489   179 1230    13   119  136    57    79  107   206
Added Vol:     25   72     0     0    0     0     1    0     0     0   84   104
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   92 1171   489   179 1230    13   120  136    57    79  191   310
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    92 1171   489   179 1230    13   120  136    57    79  191   310
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   92 1171   489   179 1230    13   120  136    57    79  191   310
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    92 1171   489   197 1230    13   132  136    57    87  191   310
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5442    58  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.28  0.36  0.07 0.23  0.23  0.05 0.03  0.04  0.03 0.05  0.23
Crit Vol:                489    98              66                          310
Crit Moves:             ****  ****            ****                        ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    0    14   274  810   570     0  291    60    47  381     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:   17    0    14   274  810   570     0  291    60    47  381     0
Added Vol:      5    0     0     0    0     0     0    0     0     0  182     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22    0    14   274  810   570     0  291    60    47  563     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:    22    0    14   274  810   570     0  291    60    47  563     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22    0    14   274  810   570     0  291    60    47  563     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    22    0    15   301  810   627     0  291    60    52  563     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2221  2054     0 3544   731  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.01  0.21 0.36  0.31  0.00 0.08  0.08  0.02 0.13  0.00
Crit Vol:      22                520              117              188
Crit Moves:  ****                ****             ****             ****
********************************************************************************


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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.724
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       67               Level Of Service:                 C
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     923    0   399     0    0     0     0  230   339    91  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  923    0   399     0    0     0     0  230   339    91  588     0
Added Vol:    143    0     0     0    0     0     0    0     0     0   74     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1066    0   399     0    0     0     0  230   339    91  662     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:  1066    0   399     0    0     0     0  230   339    91  662     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1066    0   399     0    0     0     0  230   339    91  662     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1173    0   439     0    0     0     0  230   373   100  662     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.13  0.04 0.23  0.00
Crit Vol:     586                    0              115              331
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.256
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0    28     0    0     0     0  257   213     0  590   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221    0    28     0    0     0     0  257   213     0  590   632
Added Vol:      0    0     0     0    0     0     0    0     0     0   97     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0    28     0    0     0     0  257   213     0  687   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   221    0    28     0    0     0     0  257     0     0  687     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0    28     0    0     0     0  257     0     0  687     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   243    0    28     0    0     0     0  257     0     0  687     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.79 0.01  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2556    0   294     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.00  0.00 0.16  0.00
Crit Vol:     136                    0           0                   229
Crit Moves:  ****                             ****                 ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  379    34    19  210    38     0    0     0    77    0   142
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  379    34    19  210    38     0    0     0    77    0   142
Added Vol:      0   31     0     0    5     0     0    0     0     1    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  410    34    19  215    38     0    0     0    78    0   143
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  410    34    19  215    38     0    0     0    78    0   143
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  410    34    19  215    38     0    0     0    78    0   143
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  410    34    19  215    38     0    0     0    86    0   143
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1.85  0.15  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2632   218  1425 3633   642     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.16  0.01 0.06  0.06  0.00 0.00  0.00  0.03 0.00  0.10
Crit Vol:          222          19                     0                    143
Crit Moves:       ****         ****                                      ****
******************************************************************************
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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.218
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  391     0     0  199   103    42    0    57     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:  151  391     0     0  199   103    42    0    57     0    0     0
Added Vol:      0   31     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  422     0     0  205   103    42    0    57     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:   151  422     0     0  205   103    42    0    57     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  422     0     0  205   103    42    0    57     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  422     0     0  205   103    46    0    57     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.00  0.00 0.07  0.07  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     151                  103                    57           0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.508
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  391    78   100  177     0     0    0     0   722    0    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  391    78   100  177     0     0    0     0   722    0    49
Added Vol:      0    0     0     0    5     0     0    0     0     0    0    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  391    78   100  182     0     0    0     0   722    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  391    78   100  182     0     0    0     0   722    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  391    78   100  182     0     0    0     0   722    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  391    86   100  182     0     0    0     0   794    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.86 0.00  0.14
Final Sat.:    18 2832  1425  1425 2850     0     0    0     0  2650    0   200
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.14  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Crit Vol:          197         100                      0         427
Crit Moves:       ****        ****                               ****
******************************************************************************


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                     Midfield Satellite Concourse (MSC)
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.249
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  329    30   238  247    13     0    0     1     0    0    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  329    30   238  247    13     0    0     1     0    0    64
Added Vol:      0   32     0    27    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  361    30   265  252    13     0    0     1     0    0    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  361    30   265  252    13     0    0     1     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  361    30   265  252    13     0    0     1     0    0    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  361    30   292  252    13     0    0     1     0    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2539   211  2750 2615   135     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.14  0.11 0.10  0.10  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          195         146                          1          0
Crit Moves:       ****        ****                       ****       ****
********************************************************************************


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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.238
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  492   102    32  232     0     0    0     1    82    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  492   102    32  232     0     0    0     1    82    0    60
Added Vol:      0   31     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  523   102    32  238     0     0    0     1    82    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  523   102    32  238     0     0    0     1    82    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  523   102    32  238     0     0    0     1    82    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     7  523   102    32  238     0     0    0     1    90    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.07  0.02 0.06  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          262          32                          1    45
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 1086    73    24  817    33    44   60    45   185   81    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22 1086    73    24  817    33    44   60    45   185   81    18
Added Vol:      0    0     0     0  477     0    22    0    55     6    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22 1086    73    24 1294    33    66   60   100   191   87    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22 1086    73    24 1294    33    66   60   100   191   87    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1086    73    24 1294    33    66   60   100   191   87    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22 1086    73    24 1294    33    66   60   100   191   87    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.66  0.34
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2279   471
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.05  0.02 0.31  0.02  0.05 0.02  0.07  0.14 0.04  0.04
Crit Vol:      22                431                100   191
Crit Moves:  ****                ****               ****  ****
******************************************************************************
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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.631
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      108               Level Of Service:                 B
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1327 1340   110     0 1061     9     0    0   714     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1327 1340   110     0 1061     9     0    0   714     0    0     4
Added Vol:     31  658     0     0   55     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1358 1998   110     0 1116     9     0    0   714     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1358 1998   110     0 1116     9     0    0   714     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1358 1998   110     0 1116     9     0    0   714     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1494 1998   110     0 1116     9     0    0   785     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.84  0.16  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 4052   223     0 5654    46     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.49  0.49  0.00 0.20  0.20  0.00 0.00  0.14  0.00 0.00  0.00
Crit Vol:          703               281                    196     0
Crit Moves:       ****                                    ****  ****
******************************************************************************


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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.581
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      66 1065    35    65  869    31    85  173    46    45  323   153
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1065    35    65  869    31    85  173    46    45  323   153
Added Vol:      0   22     0     0  477     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 1087    35    65 1346    31    85  173    46    45  323   153
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1087    35    65 1346    31    85  173    46    45  323   153
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1087    35    65 1346    31    85  173    46    45  323   153
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1087    35    65 1346    31    94  173    46    45  323   153
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1866   884
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26  0.03  0.05 0.33  0.02  0.03 0.06  0.03  0.03 0.17  0.17
Crit Vol:      66                449          47                238
Crit Moves:  ****                ****        ****              ****
******************************************************************************


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Future 2018 With Project-AM Peak
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                     Midfield Satellite Concourse (MSC)
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                 A
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  374   203    50  288     0     0    0     0   171    0    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  374   203    50  288     0     0    0     0   171    0    18
Added Vol:      0    0   328     0    0     0     0    0     0   214    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  374   531    50  288     0     0    0     0   385    0    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  374   531    50  288     0     0    0     0   385    0    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  374   531    50  288     0     0    0     0   385    0    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  374   531    50  288     0     0    0     0   424    0    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.37  0.04 0.10  0.00  0.00 0.00  0.00  0.15 0.00  0.01
Crit Vol:                531    50                      0          212
Crit Moves:             ****  ****                              ****
********************************************************************************


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```

```
Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.019
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     141 1175    26    68  953    16    14   56    45    65  104    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1175    26    68  953    16    14   56    45    65  104    87
Added Vol:    658    0     0    14   55   470     0    0     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  799 1175    26    82 1008   486    14   56    45    65  112    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   799 1175    26    82 1008   486    14   56    45    65  112    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  799 1175    26    82 1008   486    14   56    45    65  112    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   799 1175    26    82 1008   486    14   56    45    65  112    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.13  0.87
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1525  1225  1375 1548  1202
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.58 0.28  0.02  0.06 0.24  0.35  0.01 0.04  0.04  0.05 0.07  0.07
Crit Vol:     799                      486         50          65
Crit Moves:  ****                     ****       ****        ****
******************************************************************************
```

```
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```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.455
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19 1333     9    14  848    41   264   14    26    11    4    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1333     9    14  848    41   264   14    26    11    4    71
Added Vol:      0   22     0     0  477     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1355     9    14 1325    41   264   14    26    11    4    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1355     9    14 1325    41   264   14    26    11    4    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1355     9    14 1325    41   264   14    26    11    4    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19 1355     9    14 1325    41   290   14    26    11    4    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.01  0.01 0.29  0.03  0.10 0.01  0.02  0.01 0.00  0.05
Crit Vol:          452          14              145                          71
Crit Moves:       ****         ****            ****                        ****
********************************************************************************


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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.390
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 1198     4     6  811    46    71   15    44    14   19    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26 1198     4     6  811    46    71   15    44    14   19    40
Added Vol:      0   22     0     0  477     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26 1220     4     6 1288    46    71   15    44    14   19    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26 1220     4     6 1288    46    71   15    44    14   19    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1220     4     6 1288    46    71   15    44    14   19    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26 1220     4     6 1288    46    71   15    44    14   19    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4485    15  1500 4500  1500  1500 1500  1500  1500  483  1017
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.27  0.27  0.00 0.29  0.03  0.05 0.01  0.03  0.01 0.04  0.04
Crit Vol:      26                429          71                   59
Crit Moves:  ****                ****        ****                 ****
********************************************************************************


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```

```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.351
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       22               Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12 1144     4     6  821    13    43    7    12     9    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12 1144     4     6  821    13    43    7    12     9    8    26
Added Vol:      0   22     0     0  477     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12 1166     4     6 1298    13    43    7    12     9    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12 1166     4     6 1298    13    43    7    12     9    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12 1166     4     6 1298    13    43    7    12     9    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    12 1166     4     6 1298    13    43    7    12     9    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.97  0.03  0.70 0.11  0.19  1.00 0.24  0.76
Final Sat.:  1500 4485    15  1500 4455    45  1040  169   290  1500  353  1147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.00 0.29  0.29  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      12                437          43                   34
Crit Moves:  ****                ****        ****                 ****
********************************************************************************
```

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```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.201
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     136  341     7     8  209    47    10    1    63     1    0     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  136  341     7     8  209    47    10    1    63     1    0     7
Added Vol:      0   32     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  373     7     8  214    47    10    1    63     1    0     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   136  373     7     8  214    47    10    1    63     1    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  136  373     7     8  214    47    10    1    63     1    0     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   136  373     7     8  214    47    10    1    63     1    0     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.46  0.54  1.00 1.00  1.00  0.12 0.00  0.88
Final Sat.:  1425 2798    53  1425 3505   770  1425 1425  1425   178    0  1247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.13  0.01 0.06  0.06  0.01 0.00  0.04  0.01 0.00  0.01
Crit Vol:     136                  87                    63     1
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
```

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```
Future 2018 With Project-PM Peak
-------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2018 With Project-PM Peak

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

```
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```
Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.828
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      132               Level Of Service:                 D
********************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     372  427   117    98  473   107   158 1563   402    76  930   116
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  372  427   117    98  473   107   158 1563   402    76  930   116
Added Vol:     10   23     0    60   54     0     2  352    37     0   46    24
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  382  450   117   158  527   107   160 1915   439    76  976   140
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   382  450   117   158  527   107   160 1915   439    76  976   140
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  382  450   117   158  527   107   160 1915   439    76  976   140
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   420  450   117   174  527   107   160 1915   439    76  976   140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.59  0.41  2.00 2.00  1.00  1.00 3.25  0.75  1.00 3.50  0.50
Final Sat.:  2750 2183   567  2750 2750  1375  1375 4474  1026  1375 4810   690
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.21  0.21  0.06 0.19  0.08  0.12 0.43  0.43  0.06 0.20  0.20
Crit Vol:     210                263              588              76
Crit Moves:  ****               ****             ****             ****
********************************************************************************
```

```
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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.721
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                 C
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  359   280   471  505   139   151  874   162   181  396   465
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  359   280   471  505   139   151  874   162   181  396   465
Added Vol:      6    1     0    79    5     8     9  159    34     0   28    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127  360   280   550  510   147   160 1033   196   181  424   488
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  360   280   550  510   147   160 1033   196   181  424   488
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127  360   280   550  510   147   160 1033   196   181  424   488
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   140  360   280   605  510   162   176 1033   196   199  424   488
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.52  0.48  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3467   658  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.20  0.22 0.19  0.12  0.06 0.30  0.30  0.07 0.10  0.35
Crit Vol:          180          303                  410          100
Crit Moves:       ****         ****                 ****         ****
******************************************************************************

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Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.557
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  776    99    78  958    82    73   61    32    78   29   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  776    99    78  958    82    73   61    32    78   29   114
Added Vol:      0   33     0     0   91     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  809    99    78 1049    82    73   61    32    78   29   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  809    99    78 1049    82    73   61    32    78   29   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  809    99    78 1049    82    73   61    32    78   29   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    29  809    99    78 1049    82    73   61    32    78   29   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.78  0.22  1.00 1.85  0.15  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2450   300  1375 2551   199  1375  902   473  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.33  0.33  0.06 0.41  0.41  0.05 0.07  0.07  0.06 0.02  0.08
Crit Vol:      29                566              93               78
Crit Moves:  ****                ****             ****             ****
********************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.115
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  297   462   446  612   370   132 1171   671    88 1253   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  108  297   462   446  612   370   132 1171   671    88 1253   146
Added Vol:      5    0     0     0    1     0     0  137   275     0   64     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  113  297   462   446  613   370   132 1308   946    88 1317   146
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113  297   462   446  613   370   132 1308   946    88 1317   146
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  297   462   446  613   370   132 1308   946    88 1317   146
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   113  297   508   446  613   407   132 1308   946    88 1317   146
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.60  0.40
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4951   549
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.18  0.32 0.22  0.15  0.10 0.32  0.69  0.06 0.27  0.27
Crit Vol:                254   446                      946     0
Crit Moves:             ****  ****                    ****  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.772
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63               Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3065    26     0 2556    67     0    0     0   522   81   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3065    26     0 2556    67     0    0     0   522   81   208
Added Vol:      0  166     0     0  743     0     0    0     0     9    0    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3231    26     0 3299    67     0    0     0   531   81   231
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3231     0     0 3299    67     0    0     0   531   81   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3231     0     0 3299    67     0    0     0   531   81   231
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3231     0     0 3299    67     0    0     0   584   81   254
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.76 0.24  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2635  365  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.54  0.00  0.00 0.55  0.04  0.00 0.00  0.00  0.22 0.22  0.08
Crit Vol:       0                 825                 0          333
Crit Moves:  ****                ****                          ****
******************************************************************************
```

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```
Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.545
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420    0   269     0    0     4     6 1420   633     0 1067     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:  420    0   269     0    0     4     6 1420   633     0 1067     0
Added Vol:     41    0     0     0    0     0     0  109    27     0   23     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  461    0   269     0    0     4     6 1529   660     0 1090     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:   461    0   269     0    0     4     6 1529   660     0 1090     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  461    0   269     0    0     4     6 1529   660     0 1090     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   507    0   269     0    0     4     6 1529   726     0 1090     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.71  1.29  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4068  1932     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.18  0.00 0.00  0.00  0.00 0.38  0.38  0.00 0.24  0.00
Crit Vol:     254                  0              564           0
Crit Moves:  ****                ****            ****         ****
******************************************************************************
```

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```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.542
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137   19   265    97   36    33    46  834   109    85  384    65
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137   19   265    97   36    33    46  834   109    85  384    65
Added Vol:      1    0     0     0    0     0     0  202     5     0   43     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138   19   265    97   36    33    46 1036   114    85  427    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138   19   265    97   36    33    46 1036   114    85  427    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138   19   265    97   36    33    46 1036   114    85  427    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   138   19   292   107   36    36    46 1036   114    94  427    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.70  0.30  2.00 2.60  0.40
Final Sat.:  1375 1375  2750  2459  291  1375  1375 3716   409  2750 3580   545
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.01  0.11  0.04 0.12  0.03  0.03 0.28  0.28  0.03 0.12  0.12
Crit Vol:                146        170              383          47
Crit Moves:             ****       ****             ****         ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.576
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1332   496   395 1534     0     0    0     0   708    0   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1332   496   395 1534     0     0    0     0   708    0   224
Added Vol:      0  117   430     0   22     0     0    0     0    66    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1449   926   395 1556     0     0    0     0   774    0   224
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1449     0   395 1556     0     0    0     0   774    0   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1449     0   395 1556     0     0    0     0   774    0   224
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1449     0   435 1556     0     0    0     0   851    0   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.14 0.35  0.00  0.00 0.00  0.00  0.19 0.00  0.15
Crit Vol:          362         217                      0         284
Crit Moves:       ****        ****                               ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.601
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     105  177   550   301  362   303   185  902   126    45  321   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  177   550   301  362   303   185  902   126    45  321   206
Added Vol:      0    0     0     5    1     1     1   92     1     0   14     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  105  177   550   306  363   304   186  994   127    45  335   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  177   550   306  363   304   186  994   127    45  335   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  177   550   306  363   304   186  994   127    45  335   211
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   116  177   605   337  363   334   205  994   140    50  335   232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2147  1978  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.13  0.22  0.12 0.17  0.17  0.07 0.24  0.05  0.02 0.08  0.08
Crit Vol:                303   168                  331          25
Crit Moves:             ****  ****                ****         ****
******************************************************************************
```

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                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.763
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       78               Level Of Service:                 C
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161    1   425     4    0     0     0  712   274   501  552     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:  161    1   425     4    0     0     0  712   274   501  552     0
Added Vol:      0    0     0     0    0     0     0  724     1     0  247     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  161    1   425     4    0     0     0 1436   275   501  799     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161    1     0     4    0     0     0 1436   275   501  799     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161    1     0     4    0     0     0 1436   275   501  799     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   177    1     0     4    0     0     0 1436   275   551  799     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2834   16  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.50  0.19  0.19 0.28  0.00
Crit Vol:      89               4                  718          276
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.706
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63               Level Of Service:                  C
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     9   739    0   167   119  392     0     0  248   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     9   739    0   167   119  392     0     0  248   484
Added Vol:      0    0     0   725    0     0     0    0     0     0    0   247
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     9  1464    0   167   119  392     0     0  248   731
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     9  1464    0   167   119  392     0     0  248   731
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     9  1464    0   167   119  392     0     0  248   731
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     9  1610    0   167   131  392     0     0  248   804
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.18 0.00  0.82  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   259    0  1166  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.57 0.00  0.12  0.05 0.14  0.00  0.00 0.09  0.28
Crit Vol:                 11   805              65                   124
Crit Moves:              ****  ****            ****                 ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.261
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1432  1001   351 2135    21   137  253   157   147  168   360
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1432  1001   351 2135    21   137  253   157   147  168   360
Added Vol:      5   13     0   134   91     0    15   79     0     6   15    23
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  133 1445  1001   485 2226    21   152  332   157   153  183   383
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   133 1445  1001   485 2226    21   152  332   157   153  183   383
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133 1445  1001   485 2226    21   152  332   157   153  183   383
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   133 1445  1001   534 2226    21   167  332   157   168  183   383
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5449    51  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.35  0.73  0.19 0.41  0.41  0.06 0.08  0.11  0.06 0.04  0.28
Crit Vol:               1001   267              84                        383
Crit Moves:             ****  ****            ****                       ****
********************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.391
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77    0   144   104  189   142     0  757    54    40  597     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:   77    0   144   104  189   142     0  757    54    40  597     0
Added Vol:      1    0     0     0    0     0     0  208     5     0   43     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78    0   144   104  189   142     0  965    59    40  640     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:    78    0   144   104  189   142     0  965    59    40  640     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78    0   144   104  189   142     0  965    59    40  640     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    78    0   158   114  189   156     0  965    59    44  640     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.83  0.17  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2339  1936     0 4029   246  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.06  0.08 0.08  0.08  0.00 0.24  0.24  0.02 0.15  0.00
Crit Vol:                79        115              341          22
Crit Moves:             ****      ****             ****         ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.655
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                 B
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     427    0   221     0    0     0     0 1059   686   295  544     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:  427    0   221     0    0     0     0 1059   686   295  544     0
Added Vol:     36    0     0     0    0     0     0   94   143     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  463    0   221     0    0     0     0 1153   829   295  559     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:   463    0   221     0    0     0     0 1153   829   295  559     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  463    0   221     0    0     0     0 1153   829   295  559     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   509    0   243     0    0     0     0 1153   912   325  559     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.23  1.77  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3183  2517  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.09  0.00 0.00  0.00  0.00 0.36  0.36  0.11 0.20  0.00
Crit Vol:     255                    0              516          162
Crit Moves:  ****                                 ****         ****
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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.552
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     214    0   235     0    0     0     0 1558   208     0  367   233
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214    0   235     0    0     0     0 1558   208     0  367   233
Added Vol:      0    0     0     0    0     0     0   97     0     0   19     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  214    0   235     0    0     0     0 1655   208     0  386   233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   214    0   235     0    0     0     0 1655     0     0  386     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214    0   235     0    0     0     0 1655     0     0  386     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   235    0   235     0    0     0     0 1655     0     0  386     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.39  0.00  0.00 0.09  0.00
Crit Vol:     235                 0              552           0
Crit Moves:  ****                                ****        ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  495   198   162  681     9     0    0     0    81    0    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  495   198   162  681     9     0    0     0    81    0    83
Added Vol:      0    5     1     1   60     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  500   199   163  741     9     0    0     0    81    0    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  500   199   163  741     9     0    0     0    81    0    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  500   199   163  741     9     0    0     0    81    0    83
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  500   199   163  741     9     0    0     0    89    0    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2036   810  1425 4224    51     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.25  0.25  0.11 0.18  0.18  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          350         163                      0                    83
Crit Moves:       ****        ****                                         ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.435
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  477     0     0  665   118   183    0   204     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:  135  477     0     0  665   118   183    0   204     0    0     0
Added Vol:      0    6     0     0   60     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  483     0     0  725   118   183    0   204     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:   135  483     0     0  725   118   183    0   204     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  483     0     0  725   118   183    0   204     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   135  483     0     0  725   118   201    0   204     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.58  0.42  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3677   598  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.17  0.00  0.00 0.20  0.20  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     135                  281                   204          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.534
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  571    82   189  624     0     0    0     0   650    0   170
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  571    82   189  624     0     0    0     0   650    0   170
Added Vol:      0    0     0     0    1     0     0    0     0     0    0    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  571    82   189  625     0     0    0     0   650    0   181
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  571    82   189  625     0     0    0     0   650    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  571    82   189  625     0     0    0     0   650    0   181
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  571    90   189  625     0     0    0     0   715    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.60 0.00  0.40
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2274    0   576
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.06  0.13 0.22  0.00  0.00 0.00  0.00  0.31 0.00  0.31
Crit Vol:       1                 313                 0          448
Crit Moves:  ****                ****                          ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.479
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  543    44   433  739     8     0    0     6     0    0   269
Growth Adj:  1.00 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  543    44   433  739     8     0    0     6     0    0   269
Added Vol:      0    5     0   216   61     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  548    44   649  800     8     0    0     6     0    0   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  548    44   649  800     8     0    0     6     0    0   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  548    44   649  800     8     0    0     6     0    0   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  548    44   714  800     8     0    0     6     0    0   296
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2546   204  2750 2723    27     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.22  0.26 0.29  0.29  0.00 0.00  0.00  0.00 0.00  0.11
Crit Vol:          296         357                           6          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.356
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  517    45    76  795     0     0    0     0   188    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  517    45    76  795     0     0    0     0   188    0   118
Added Vol:      0    6     0    52    8     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9  523    45   128  803     0     0    0     0   188    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  523    45   128  803     0     0    0     0   188    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  523    45   128  803     0     0    0     0   188    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     9  523    45   128  803     0     0    0     0   207    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.03  0.09 0.19  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          262         128                      0                    118
Crit Moves:       ****        ****                                          ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.085
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140 1138   245    98 1380   114    96  340   115   267  225   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  140 1138   245    98 1380   114    96  340   115   267  225   100
Added Vol:      0  364     0     0   88     0   183   17   479     1    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140 1502   245    98 1468   114   279  357   594   268  226   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140 1502   245    98 1468   114   279  357   594   268  226   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140 1502   245    98 1468   114   279  357   594   268  226   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   140 1502   245    98 1468   114   279  357   594   268  226   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.39  0.61
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1906   844
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.36  0.18  0.07 0.36  0.08  0.20 0.13  0.43  0.19 0.12  0.12
Crit Vol:     140                489                594   268
Crit Moves:  ****                ****               ****  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.038
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1389 1649   266     0 1888    31     0    0  1560     0    0    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1389 1649   266     0 1888    31     0    0  1560     0    0    24
Added Vol:      4  185     0     0  686     0     0    0    57     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1393 1834   266     0 2574    31     0    0  1617     0    0    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1393 1834   266     0 2574    31     0    0  1617     0    0    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1393 1834   266     0 2574    31     0    0  1617     0    0    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1532 1834   266     0 2574    31     0    0  1779     0    0    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.62  0.38  0.00 3.95  0.05  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3734   542     0 5632    68     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.49  0.49  0.00 0.46  0.46  0.00 0.00  0.31  0.00 0.00  0.02
Crit Vol:     383                651                445     0
Crit Moves:  ****               ****               ****  ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.967
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138 1164   100   267 1311   193   214  745   124    94  529   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138 1164   100   267 1311   193   214  745   124    94  529   221
Added Vol:      0  547     0     0   88     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138 1711   100   267 1399   193   214  745   124    94  529   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138 1711   100   267 1399   193   214  745   124    94  529   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138 1711   100   267 1399   193   214  745   124    94  529   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   138 1711   100   267 1399   193   235  745   124    94  529   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.41  0.07  0.19 0.34  0.14  0.09 0.27  0.09  0.07 0.27  0.27
Crit Vol:          570         267              118                  375
Crit Moves:       ****        ****             ****                 ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.645
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                Level Of Service:                 B
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  422   274    61  436     0     0    0     0   201    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  422   274    61  436     0     0    0     0   201    0    86
Added Vol:      0    0   277     0    0     0     0    0     0   358    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  422   551    61  436     0     0    0     0   559    0    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  422   551    61  436     0     0    0     0   559    0    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  422   551    61  436     0     0    0     0   559    0    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  422   551    61  436     0     0    0     0   615    0    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.39  0.04 0.15  0.00  0.00 0.00  0.00  0.22 0.00  0.06
Crit Vol:                551    61                      0          307
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.183
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199 1409    66   206 1563    63    22  251    98   198  252   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199 1409    66   206 1563    63    22  251    98   198  252   160
Added Vol:    185    0     0     4  479    86   302    0   208     0    2    61
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  384 1409    66   210 2042   149   324  251   306   198  254   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   384 1409    66   210 2042   149   324  251   306   198  254   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  384 1409    66   210 2042   149   324  251   306   198  254   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   384 1409    66   210 2042   149   324  251   306   198  254   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.07  0.93
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1471  1279
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.34  0.05  0.15 0.50  0.11  0.24 0.18  0.22  0.14 0.17  0.17
Crit Vol:     384                681          324                 237
Crit Moves:  ****                ****         ****                ****
******************************************************************************
```

```
Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.666
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43                Level Of Service:                 B
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1564    38   127 1901   286   214   70    82    40   50    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1564    38   127 1901   286   214   70    82    40   50    52
Added Vol:      0  547     0     0   88     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2111    38   127 1989   286   214   70    82    40   50    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2111    38   127 1989   286   214   70    82    40   50    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2111    38   127 1989   286   214   70    82    40   50    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2111    38   127 1989   286   235   70    82    40   50    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.47  0.03  0.08 0.44  0.19  0.08 0.05  0.05  0.03 0.03  0.03
Crit Vol:          704         127              118                   50
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.662
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107 1412    23    41 1944   187   128  102   116    29   46    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107 1412    23    41 1944   187   128  102   116    29   46    35
Added Vol:      0  547     0     0   88     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  107 1959    23    41 2032   187   128  102   116    29   46    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   107 1959    23    41 2032   187   128  102   116    29   46    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107 1959    23    41 2032   187   128  102   116    29   46    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   107 1959    23    41 2032   187   128  102   116    29   46    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4448    52  1500 4500  1500  1500 1500  1500  1500  852   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.44  0.44  0.03 0.45  0.12  0.09 0.07  0.08  0.02 0.05  0.05
Crit Vol:     107                677         128                   81
Crit Moves:  ****                ****        ****                  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.602
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 B
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1472    15    46 1976    65    54   49    41     7   39    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1472    15    46 1976    65    54   49    41     7   39    24
Added Vol:      0  547     0     0   88     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2019    15    46 2064    65    54   49    41     7   39    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2019    15    46 2064    65    54   49    41     7   39    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2019    15    46 2064    65    54   49    41     7   39    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2019    15    46 2064    65    54   49    41     7   39    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.91  0.09  0.38 0.34  0.28  1.00 0.62  0.38
Final Sat.:  1500 4467    33  1500 4363   137   563  510   427  1500  929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.45  0.45  0.03 0.47  0.47  0.10 0.10  0.10  0.00 0.04  0.04
Crit Vol:      43                710              144              7
Crit Moves:  ****              ****             ****             ****
******************************************************************************
```

```
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```

```
Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                    Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.396
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100  481     8    45  661    63    82    1   191    12    2     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100  481     8    45  661    63    82    1   191    12    2     9
Added Vol:      0    5     0     0   61     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100  486     8    45  722    63    82    1   191    12    2     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  486     8    45  722    63    82    1   191    12    2     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  486     8    45  722    63    82    1   191    12    2     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   100  486     8    45  722    63    82    1   191    12    2     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.76  0.24  1.00 1.00  1.00  0.52 0.09  0.39
Final Sat.:  1425 2804    46  1425 3932   343  1425 1425  1425   743  124   558
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.17  0.03 0.18  0.18  0.06 0.00  0.13  0.02 0.02  0.02
Crit Vol:     100                262                 191    12
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-AM Peak
-------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Baseline 2013 plus Project-AM Peak

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

```
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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   434  343    33    67  149    72    74  781   230    66 1297   108
Added Vol:       0    0     0     0    5     0     0    0     0     0   14     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   434  343    33    67  154    72    74  781   230    66 1311   108
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    434  343    33    67  154    72    74  781   230    66 1311   108
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   434  343    33    67  154    72    74  781   230    66 1311   108
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    477  343    33    74  154    72    74  781   230    66 1311   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.70  0.30
Final Sat.:   2750 2509   241  2750 2750  1375  1375 4249  1251  1375 5081   419
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.17 0.14  0.14  0.03 0.06  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:      239                77          74                 355
Crit Moves:   ****               ****        ****               ****
********************************************************************************
```

```
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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 A
********************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
Added Vol:      9    0     0     0    0     5     0    0     0     0   29     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146  254    81   208  126    55    45  152    48   187  553   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146  254    81   208  126    55    45  152    48   187  553   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146  254    81   208  126    55    45  152    48   187  553   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   161  254    81   229  126    61    50  152    48   206  553   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3135   990  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.06  0.08 0.05  0.04  0.02 0.05  0.05  0.07 0.13  0.46
Crit Vol:          127           0              25                         632
Crit Moves:       ****         ****            ****                       ****
********************************************************************************


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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.365
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  771    50    41  356    39    23   18    12    24   27    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  771    50    41  356    39    23   18    12    24   27    75
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  771    50    41  361    39    23   18    12    24   27    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  771    50    41  361    39    23   18    12    24   27    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  771    50    41  361    39    23   18    12    24   27    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    15  771    50    41  361    39    23   18    12    24   27    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.88  0.12  1.00 1.80  0.20  1.00 0.60  0.40  1.00 1.00  1.00
Final Sat.:  1375 2583   167  1375 2482   268  1375  825   550  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.30  0.03 0.15  0.15  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:          410          41               23                    27
Crit Moves:       ****         ****             ****                  ****
********************************************************************************


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```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.699
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76                Level Of Service:                 B
******************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88  153   109    53  145   573    58  517   263   244 1897   319
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  153   109    53  145   573    58  517   263   244 1897   319
Added Vol:      0    0     0     0    5     0     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   88  153   109    53  150   573    58  517   263   244 1911   319
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    88  153   109    53  150   573    58  517   263   244 1911   319
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88  153   109    53  150   573    58  517   263   244 1911   319
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88  153   120    53  150   630    58  517   263   244 1911   319
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.43  0.57
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4713   787
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04  0.04 0.05  0.23  0.04 0.13  0.19  0.18 0.41  0.41
Crit Vol:      88                      315     0                  557
Crit Moves:  ****                     ****  ****                ****
******************************************************************************


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```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2397    19     0  805    43     0    0     0   191   73   176
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2397    19     0  805    43     0    0     0   191   73   176
Added Vol:      0    0     0     0    0     0     0    0     0    14    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2397    19     0  805    43     0    0     0   205   73   176
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2397     0     0  805    43     0    0     0   205   73   176
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2397     0     0  805    43     0    0     0   205   73   176
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2397     0     0  805    43     0    0     0   226   73   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.51 0.49  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2266  734  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40  0.00  0.00 0.13  0.03  0.00 0.00  0.00  0.10 0.10  0.06
Crit Vol:          599           0                      0         149
Crit Moves:       ****         ****                              ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.637
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 B
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     561    0    71     0    0     0     5  309   381     0 1913     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:  561    0    71     0    0     0     5  309   381     0 1913     0
Added Vol:      0    0     0     0    0     0     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  561    0    71     0    0     0     5  309   381     0 1927     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:   561    0    71     0    0     0     5  309   381     0 1927     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  561    0    71     0    0     0     5  309   381     0 1927     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   617    0    71     0    0     0     5  309   419     0 1927     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.00  0.05  0.00 0.00  0.00  0.00 0.10  0.14  0.00 0.43  0.00
Crit Vol:     309                    0           5                   642
Crit Moves:  ****                             ****                ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    8    32    50   44     5    19  239   163   149  376    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    8    32    50   44     5    19  239   163   149  376    79
Added Vol:      1    0     0     0    0     0     0    0     0     0   43     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21    8    32    50   44     5    19  239   163   149  419    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21    8    32    50   44     5    19  239   163   149  419    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21    8    32    50   44     5    19  239   163   149  419    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    21    8    35    55   44     6    19  239   163   164  419    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.52  0.48
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3471   654
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.12  0.12
Crit Vol:      21                  104                   163    82
Crit Moves:  ****                ****                  ****  ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.313
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  844   696    45  276     0     0    0     0   540    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  844   696    45  276     0     0    0     0   540    0   164
Added Vol:      0    0     0     0   28     0     0    0     0    98    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  844   696    45  304     0     0    0     0   638    0   164
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  844     0    45  304     0     0    0     0   638    0   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  844     0    45  304     0     0    0     0   638    0   164
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  844     0    50  304     0     0    0     0   702    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.02 0.07  0.00  0.00 0.00  0.00  0.16 0.00  0.11
Crit Vol:          211          25                       0          234
Crit Moves:       ****         ****                             ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.263
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  103    93    40   57   168   154  298    64    27  410   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31  103    93    40   57   168   154  298    64    27  410   299
Added Vol:      0    0     0     0    0     5     0    0     0     0   23     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  103    93    40   57   173   154  298    64    27  433   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31  103    93    40   57   173   154  298    64    27  433   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  103    93    40   57   173   154  298    64    27  433   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    34  103   102    44   57   190   169  298    70    30  433   329
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2070  2055  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.05  0.02 0.04  0.07  0.06 0.07  0.03  0.01 0.10  0.12
Crit Vol:      17                        95    85                        164
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************
```

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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.756
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76                Level Of Service:                 C
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199    0   357     3    1     1     0  467    51   271  925     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199    0   357     3    1     1     0  467    51   271  925     1
Added Vol:      0    0     0     0    0     0     0   98     0     0  437     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  199    0   357     3    1     1     0  565    51   271 1362     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   199    0     0     3    1     1     0  565    51   271 1362     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199    0     0     3    1     1     0  565    51   271 1362     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   219    0     0     3    1     1     0  565    51   298 1362     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.20  0.04  0.10 0.48  0.00
Crit Vol:     109                    5              283              681
Crit Moves:  ****                 ****            ****             ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.502
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   298    0    40    64  219     1     9  322   795
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   298    0    40    64  219     1     9  322   795
Added Vol:      0    0     0    98    0     0     0    0     0     0    0   438
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   396    0    40    64  219     1     9  322  1233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   396    0    40    64  219     1     9  322  1233
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   396    0    40    64  219     1     9  322  1233
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   436    0    40    70  219     1     9  322  1356
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2837    13  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.15 0.00  0.03  0.02 0.08  0.08  0.01 0.11  0.48
Crit Vol:                 2     0              35                          678
Crit Moves:             ****  ****           ****                        ****
********************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.566
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  995   443   162 1114    12   108  123    52    72   97   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  995   443   162 1114    12   108  123    52    72   97   187
Added Vol:     23    0     0     0    0     0     0    0     0     0   46     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   84  995   443   162 1114    12   108  123    52    72  143   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    84  995   443   162 1114    12   108  123    52    72  143   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   84  995   443   162 1114    12   108  123    52    72  143   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    84  995   443   178 1114    12   119  123    52    79  143   187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5441    59  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.24  0.32  0.06 0.20  0.20  0.04 0.03  0.04  0.03 0.03  0.14
Crit Vol:                443    89              59                         187
Crit Moves:             ****  ****            ****                       ****
********************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.433
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    0    13   248  734   516     0  264    54    43  345     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:   15    0    13   248  734   516     0  264    54    43  345     0
Added Vol:      1    0     0     0    0     0     0    0     0     0   44     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16    0    13   248  734   516     0  264    54    43  389     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:    16    0    13   248  734   516     0  264    54    43  389     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    13   248  734   516     0  264    54    43  389     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    16    0    14   273  734   568     0  264    54    47  389     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2222  2053     0 3549   726  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.19 0.33  0.28  0.00 0.07  0.07  0.02 0.09  0.00
Crit Vol:      16                471              106              24
Crit Moves:  ****                ****             ****             ****
********************************************************************************


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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.593
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46                Level Of Service:                 A
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   361     0    0     0     0  208   307    82  533     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:  836    0   361     0    0     0     0  208   307    82  533     0
Added Vol:      0    0     0     0    0     0     0    0     0     0   29     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  836    0   361     0    0     0     0  208   307    82  562     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:   836    0   361     0    0     0     0  208   307    82  562     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  836    0   361     0    0     0     0  208   307    82  562     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   920    0   397     0    0     0     0  208   338    90  562     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.14  0.00 0.00  0.00  0.00 0.07  0.12  0.03 0.20  0.00
Crit Vol:     460                    0              104              281
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.216
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200    0    25     0    0     0     0  233   193     0  534   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200    0    25     0    0     0     0  233   193     0  534   572
Added Vol:      0    0     0     0    0     0     0    0     0     0   23     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  200    0    25     0    0     0     0  233   193     0  557   572
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   200    0    25     0    0     0     0  233     0     0  557     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  200    0    25     0    0     0     0  233     0     0  557     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   220    0    25     0    0     0     0  233     0     0  557     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2559    0   291     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.09  0.00 0.00  0.00  0.00 0.05  0.00  0.00 0.13  0.00
Crit Vol:     123                    0          0                   186
Crit Moves:  ****                          ****                   ****
******************************************************************************
```

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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 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  343    31    17  190    34     0    0     0    70    0   129
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  343    31    17  195    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  343    31    17  195    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  343    31    17  195    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  343    31    17  195    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2614   236  1425 3640   635     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          187          17                     0                    129
Crit Moves:       ****         ****                                      ****
******************************************************************************


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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.198
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  137  354     0     0  185    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  354     0     0  185    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  354     0     0  185    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   137  354     0     0  185    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     137                      93                52           0
Crit Moves:  ****                     ****              ****
******************************************************************************
```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  354    71    91  165     0     0    0     0   654    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  354    71    91  165     0     0    0     0   654    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  354    71    91  165     0     0    0     0   654    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  354    78    91  165     0     0    0     0   719    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.88 0.00  0.12
Final Sat.:    20 2830  1425  1425 2850     0     0    0     0  2686    0   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.05  0.06 0.06  0.00  0.00 0.00  0.00  0.27 0.00  0.27
Crit Vol:          178          91                       0          382
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  298    27   216  224    12     0    0     1     0    0    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  298    27   216  224    12     0    0     1     0    0    58
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  298    27   216  229    12     0    0     1     0    0    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  298    27   216  229    12     0    0     1     0    0    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  298    27   216  229    12     0    0     1     0    0    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  298    27   238  229    12     0    0     1     0    0    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2522   228  2750 2613   137     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
********************************************************************************


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```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.206
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  446    92    29  215     0     0    0     1    74    0    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  446    92    29  215     0     0    0     1    74    0    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  446    92    29  215     0     0    0     1    74    0    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     6  446    92    29  215     0     0    0     1    81    0    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          223          29                           1    41
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  984    66    22  740    30    40   54    41   168   73    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  984    66    22  740    30    40   54    41   168   73    16
Added Vol:      0    0     0     0  126     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  984    66    22  866    30    40   54    41   168   73    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  984    66    22  866    30    40   54    41   168   73    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  984    66    22  866    30    40   54    41   168   73    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    20  984    66    22  866    30    40   54    41   168   73    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.64  0.36
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2256   494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.05  0.02 0.21  0.02  0.03 0.02  0.03  0.12 0.03  0.03
Crit Vol:          328          22                           41   168
Crit Moves:       ****         ****                        ****  ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                Level Of Service:                 A
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1202 1214   100     0  961     8     0    0   647     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1202 1214   100     0  961     8     0    0   647     0    0     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1202 1214   100     0  961     8     0    0   647     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1202 1214   100     0  961     8     0    0   647     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1202 1214   100     0  961     8     0    0   647     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1322 1214   100     0  961     8     0    0   712     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.77  0.23  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3950   325     0 5653    47     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.31  0.31  0.00 0.17  0.17  0.00 0.00  0.12  0.00 0.00  0.00
Crit Vol:     331                  242                   178     0
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  965    32    59  787    28    77  157    42    41  293   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  965    32    59  787    28    77  157    42    41  293   139
Added Vol:      0    0     0     0  126     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60  965    32    59  913    28    77  157    42    41  293   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  965    32    59  913    28    77  157    42    41  293   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  965    32    59  913    28    77  157    42    41  293   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60  965    32    59  913    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.22  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59               42                   216
Crit Moves:       ****         ****             ****                 ****
******************************************************************************

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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.322
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  339   184    45  261     0     0    0     0   155    0    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  339   184    45  261     0     0    0     0   155    0    16
Added Vol:      0    0    49     0    0     0     0    0     0   175    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  339   233    45  261     0     0    0     0   330    0    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  339   233    45  261     0     0    0     0   330    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   233    45  261     0     0    0     0   330    0    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  339   233    45  261     0     0    0     0   363    0    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.16  0.03 0.09  0.00  0.00 0.00  0.00  0.13 0.00  0.01
Crit Vol:                233    45                      0          182
Crit Moves:             ****  ****                              ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1064    24    62  863    56    13   51    41    59   94    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1064    24    62  863    56    13   51    41    59   94    79
Added Vol:      0    0     0     0    0   126     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128 1064    24    62  863   182    13   51    41    59   94    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1064    24    62  863   182    13   51    41    59   94    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1064    24    62  863   182    13   51    41    59   94    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   128 1064    24    62  863   182    13   51    41    59   94    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.09  0.91
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1524  1226  1375 1494  1256
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.26  0.02  0.05 0.21  0.13  0.01 0.03  0.03  0.04 0.06  0.06
Crit Vol:          355          62                   46          59
Crit Moves:       ****         ****                 ****        ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17 1207     8    13  768    37   239   13    24    10    4    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17 1207     8    13  768    37   239   13    24    10    4    64
Added Vol:      0    0     0     0  126     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17 1207     8    13  894    37   239   13    24    10    4    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1207     8    13  894    37   239   13    24    10    4    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1207     8    13  894    37   239   13    24    10    4    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1207     8    13  894    37   263   13    24    10    4    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.27  0.01  0.01 0.20  0.02  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          402          13              131                        64
Crit Moves:       ****         ****            ****                      ****
******************************************************************************
```

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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.323
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24 1085     4     5  735    42    64   14    40    13   17    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   24 1085     4     5  735    42    64   14    40    13   17    36
Added Vol:      0    0     0     0  126     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24 1085     4     5  861    42    64   14    40    13   17    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24 1085     4     5  861    42    64   14    40    13   17    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24 1085     4     5  861    42    64   14    40    13   17    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    24 1085     4     5  861    42    64   14    40    13   17    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4483    17  1500 4500  1500  1500 1500  1500  1500  481  1019
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.24  0.00 0.19  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:          363           5              64                   53
Crit Moves:       ****         ****            ****                 ****
******************************************************************************
```

```
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```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.281
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20               Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11 1036     4     5  744    12    39    6    11     8    7    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11 1036     4     5  744    12    39    6    11     8    7    24
Added Vol:      0    0     0     0  126     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11 1036     4     5  870    12    39    6    11     8    7    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11 1036     4     5  870    12    39    6    11     8    7    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1036     4     5  870    12    39    6    11     8    7    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    11 1036     4     5  870    12    39    6    11     8    7    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.96  0.04  0.69 0.11  0.20  1.00 0.23  0.77
Final Sat.:  1500 4483    17  1500 4439    61  1045  161   295  1500  339  1161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.23  0.00 0.20  0.20  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:          347           5              39                   31
Crit Moves:       ****         ****            ****                 ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.182
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  309     6     7  189    43     9    1    57     1    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  309     6     7  189    43     9    1    57     1    0     6
Added Vol:      0    0     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  309     6     7  194    43     9    1    57     1    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  309     6     7  194    43     9    1    57     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  309     6     7  194    43     9    1    57     1    0     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  309     6     7  194    43     9    1    57     1    0     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.46  0.54  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2796    54  1425 3499   776  1425 1425  1425   204    0  1221
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.11  0.00 0.06  0.06  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     123                79                    57     1
Crit Moves:  ****                ****                  ****  ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
-------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
-------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Baseline 2013 plus Project-PM Peak

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

```
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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.667
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69               Level Of Service:                  B
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     337  387   106    89  428    97   143 1416   364    69  842   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  387   106    89  428    97   143 1416   364    69  842   105
Added Vol:      0    5     0     0    1     0     0   14     0     0    3     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  337  392   106    89  429    97   143 1430   364    69  845   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  392   106    89  429    97   143 1430   364    69  845   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  392   106    89  429    97   143 1430   364    69  845   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   371  392   106    98  429    97   143 1430   364    69  845   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.19  0.81  1.00 3.56  0.44
Final Sat.:  2750 2165   585  2750 2750  1375  1375 4384  1116  1375 4892   608
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18  0.18  0.04 0.16  0.07  0.10 0.33  0.33  0.05 0.17  0.17
Crit Vol:     185                215              449              69
Crit Moves:  ****               ****             ****             ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.590
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 A
******************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  325   254   427  457   126   137  792   147   164  359   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  110  325   254   427  457   126   137  792   147   164  359   421
Added Vol:      2    0     0     0    0     1     5   24     9     0    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  112  325   254   427  457   127   142  816   156   164  366   421
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   112  325   254   427  457   127   142  816   156   164  366   421
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  112  325   254   427  457   127   142  816   156   164  366   421
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   123  325   254   470  457   140   156  816   156   180  366   421
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.52  0.48  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3463   662  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.18  0.17 0.17  0.10  0.06 0.24  0.24  0.07 0.09  0.31
Crit Vol:          163         235                  324          90
Crit Moves:       ****        ****                 ****        ****
******************************************************************************
```

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.475
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  703    90    71  868    74    66   55    29    71   26   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  703    90    71  868    74    66   55    29    71   26   103
Added Vol:      0    5     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  708    90    71  869    74    66   55    29    71   26   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  708    90    71  869    74    66   55    29    71   26   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  708    90    71  869    74    66   55    29    71   26   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26  708    90    71  869    74    66   55    29    71   26   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.77  0.23  1.00 1.84  0.16  1.00 0.65  0.35  1.00 1.00  1.00
Final Sat.:  1375 2440   310  1375 2534   216  1375  900   475  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.05 0.34  0.34  0.05 0.06  0.06  0.05 0.02  0.07
Crit Vol:      26                472              84               71
Crit Moves:  ****                ****             ****             ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      98  269   418   404  554   335   120 1061   608    80 1135   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   98  269   418   404  554   335   120 1061   608    80 1135   132
Added Vol:      0    0     0     0    1     0     0   14     0     0    3     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   98  269   418   404  555   335   120 1075   608    80 1138   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    98  269   418   404  555   335   120 1075   608    80 1138   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98  269   418   404  555   335   120 1075   608    80 1138   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    98  269   460   404  555   369   120 1075   608    80 1138   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.58  0.42
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4928   572
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.29 0.20  0.13  0.09 0.26  0.44  0.06 0.23  0.23
Crit Vol:             230   404                      608     0
Crit Moves:          ****  ****                    ****  ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.662
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  B
********************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2776    24     0 2315    61     0    0     0   473   73   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2776    24     0 2315    61     0    0     0   473   73   188
Added Vol:      0    0     0     0   23     0     0    0     0     3    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2776    24     0 2338    61     0    0     0   476   73   188
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2776     0     0 2338    61     0    0     0   476   73   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2776     0     0 2338    61     0    0     0   476   73   188
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2776     0     0 2338    61     0    0     0   524   73   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.76 0.24  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2633  367  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.00  0.00 0.39  0.04  0.00 0.00  0.00  0.20 0.20  0.07
Crit Vol:          694           0                      0          298
Crit Moves:       ****         ****                               ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.461
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     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:  380    0   244     0    0     4     5 1286   573     0  966     0
Added Vol:      0    0     0     0    0     0     0   14     0     0    3     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  380    0   244     0    0     4     5 1300   573     0  969     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:   380    0   244     0    0     4     5 1300   573     0  969     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380    0   244     0    0     4     5 1300   573     0  969     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   418    0   244     0    0     4     5 1300   630     0  969     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.69  1.31  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4041  1959     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.16  0.00 0.00  0.00  0.00 0.32  0.32  0.00 0.22  0.00
Crit Vol:     209                    0              483           0
Crit Moves:  ****                 ****            ****        ****
******************************************************************************
```

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.454
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   17   240    88   33    30    42  755    99    77  348    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   17   240    88   33    30    42  755    99    77  348    59
Added Vol:      0    0     0     0    0     0     0   38     1     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  124   17   240    88   33    30    42  793   100    77  358    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124   17   240    88   33    30    42  793   100    77  358    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   17   240    88   33    30    42  793   100    77  358    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   124   17   264    97   33    33    42  793   100    85  358    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.78 0.22  1.00  1.00 2.66  0.34  2.00 2.58  0.42
Final Sat.:  1375 1375  2750  2453  297  1375  1375 3663   462  2750 3541   584
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.11  0.02  0.03 0.22  0.22  0.03 0.10  0.10
Crit Vol:                132        153              298          42
Crit Moves:             ****       ****             ****         ****
********************************************************************************
```

```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 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 1206   449   358 1389     0     0    0     0   641    0   203
Added Vol:      0   28    98     0    7     0     0    0     0    23    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1234   547   358 1396     0     0    0     0   664    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1234     0   358 1396     0     0    0     0   664    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1234     0   358 1396     0     0    0     0   664    0   203
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1234     0   394 1396     0     0    0     0   730    0   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.00  0.13 0.31  0.00  0.00 0.00  0.00  0.16 0.00  0.14
Crit Vol:          309         197                      0         243
Crit Moves:       ****        ****                               ****
******************************************************************************

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      95  160   498   273  328   274   168  817   114    41  291   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  160   498   273  328   274   168  817   114    41  291   187
Added Vol:      0    0     0     0    0     1     0   23     0     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  160   498   273  328   275   168  840   114    41  297   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   273  328   275   168  840   114    41  297   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   273  328   275   168  840   114    41  297   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   300  328   303   185  840   125    45  297   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2146  1979  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.20  0.11 0.15  0.15  0.07 0.20  0.05  0.02 0.07  0.07
Crit Vol:                274   150                 280          23
Crit Moves:             ****  ****                ****         ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.653
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                 B
********************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     146    1   385     4    0     0     0  782   248   454  500     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:  146    1   385     4    0     0     0  782   248   454  500     0
Added Vol:      0    0     0     0    0     0     0  409     0     0  178     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    1   385     4    0     0     0 1191   248   454  678     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146    1     0     4    0     0     0 1191   248   454  678     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    1     0     4    0     0     0 1191   248   454  678     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   161    1     0     4    0     0     0 1191   248   499  678     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2832   18  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.42  0.17  0.18 0.24  0.00
Crit Vol:      81               4                  596          250
Crit Moves:  ****             ****                ****         ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.544
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     8   669    0   151   108  355     0     0  225   438
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     8   669    0   151   108  355     0     0  225   438
Added Vol:      0    0     0   410    0     0     0    0     0     0    0   178
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     8  1079    0   151   108  355     0     0  225   616
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     8  1079    0   151   108  355     0     0  225   616
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8  1079    0   151   108  355     0     0  225   616
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     8  1187    0   151   119  355     0     0  225   678
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.00  0.80  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   285    0  1140  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.42 0.00  0.11  0.04 0.12  0.00  0.00 0.08  0.24
Crit Vol:                10   593              59                   113
Crit Moves:             ****  ****            ****                 ****
********************************************************************************
```

```
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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.079
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
Added Vol:      6    0     0     0   23     0    14   41     0     0   11     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122 1297   907   318 1957    19   138  270   142   133  163   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122 1297   907   318 1957    19   138  270   142   133  163   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122 1297   907   318 1957    19   138  270   142   133  163   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   122 1297   907   350 1957    19   152  270   142   146  163   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5447    53  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.66  0.13 0.36  0.36  0.06 0.07  0.10  0.05 0.04  0.24
Crit Vol:                907   175              76                          326
Crit Moves:             ****  ****            ****                        ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.319
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70    0   130    94  171   129     0  686    49    36  541     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:   70    0   130    94  171   129     0  686    49    36  541     0
Added Vol:      0    0     0     0    0     0     0   40     1     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   70    0   130    94  171   129     0  726    50    36  551     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:    70    0   130    94  171   129     0  726    50    36  551     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  726    50    36  551     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    70    0   143   103  171   142     0  726    50    40  551     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2336  1939     0 4000   275  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.18  0.18  0.01 0.13  0.00
Crit Vol:                72        104              259          20
Crit Moves:             ****      ****             ****         ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.545
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41                Level Of Service:                  A
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     387    0   200     0    0     0     0  959   621   267  493     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:  387    0   200     0    0     0     0  959   621   267  493     0
Added Vol:      0    0     0     0    0     0     0   24     0     0    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  387    0   200     0    0     0     0  983   621   267  500     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:   387    0   200     0    0     0     0  983   621   267  500     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  387    0   200     0    0     0     0  983   621   267  500     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   426    0   220     0    0     0     0  983   683   294  500     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.36  1.64  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3363  2337  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.08  0.00 0.00  0.00  0.00 0.29  0.29  0.10 0.18  0.00
Crit Vol:     213                    0              417          147
Crit Moves:  ****                                 ****         ****
******************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.485
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
Added Vol:      0    0     0     0    0     0     0   23     0     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  194    0   213     0    0     0     0 1434   188     0  338   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   194    0   213     0    0     0     0 1434     0     0  338     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  194    0   213     0    0     0     0 1434     0     0  338     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   213    0   213     0    0     0     0 1434     0     0  338     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.34  0.00  0.00 0.08  0.00
Crit Vol:     213                    0              478           0
Crit Moves:  ****                                  ****         ****
********************************************************************************


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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.376
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  448   179   147  617     8     0    0     0    73    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  448   179   147  617     8     0    0     0    73    0    75
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  448   179   147  618     8     0    0     0    73    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  448   179   147  618     8     0    0     0    73    0    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  448   179   147  618     8     0    0     0    73    0    75
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  448   179   147  618     8     0    0     0    80    0    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     5 2033   812  1425 4220    55     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.10 0.15  0.15  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          314         147                      0                    75
Crit Moves:       ****        ****                                          ****
******************************************************************************


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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.382
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     122  432     0     0  602   107   166    0   185     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:  122  432     0     0  602   107   166    0   185     0    0     0
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122  432     0     0  603   107   166    0   185     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:   122  432     0     0  603   107   166    0   185     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122  432     0     0  603   107   166    0   185     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   122  432     0     0  603   107   183    0   185     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.55  0.45  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3631   644  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.00  0.00 0.17  0.17  0.06 0.00  0.13  0.00 0.00  0.00
Crit Vol:     122                  237                   185          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.481
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    74   171  565     0     0    0     0   589    0   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    74   171  565     0     0    0     0   589    0   154
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  517    74   171  566     0     0    0     0   589    0   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  517    74   171  566     0     0    0     0   589    0   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  517    74   171  566     0     0    0     0   589    0   154
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  517    81   171  566     0     0    0     0   648    0   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2303    0   547
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18  0.06  0.12 0.20  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:       1                283                0                   401
Crit Moves:  ****               ****                                  ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.354
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  492    40   392  669     7     0    0     5     0    0   244
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  492    40   392  669     7     0    0     5     0    0   244
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  492    40   392  670     7     0    0     5     0    0   244
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  492    40   392  670     7     0    0     5     0    0   244
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  492    40   392  670     7     0    0     5     0    0   244
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  492    40   431  670     7     0    0     5     0    0   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2543   207  2750 2722    28     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.19  0.16 0.25  0.25  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:          266          216                           5           0
Crit Moves:       ****         ****                        ****        ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.288
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  468    41    69  720     0     0    0     0   170    0   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  468    41    69  720     0     0    0     0   170    0   107
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  468    41    69  721     0     0    0     0   170    0   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  468    41    69  721     0     0    0     0   170    0   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  468    41    69  721     0     0    0     0   170    0   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     8  468    41    69  721     0     0    0     0   187    0   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.16  0.03  0.05 0.17  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          234          69                       0                   107
Crit Moves:       ****         ****                                        ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.692
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127 1133   222    89 1250   103    87  308   104   242  204    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127 1133   222    89 1250   103    87  308   104   242  204    91
Added Vol:      0  126     0     0   30     0     0    5     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127 1259   222    89 1280   103    87  313   104   242  204    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127 1259   222    89 1280   103    87  313   104   242  204    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1259   222    89 1280   103    87  313   104   242  204    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127 1259   222    89 1280   103    87  313   104   242  204    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1902   848
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.16  0.06 0.31  0.07  0.06 0.11  0.08  0.18 0.11  0.11
Crit Vol:     127                427              157              242
Crit Moves:  ****              ****             ****             ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.825
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      106               Level Of Service:                 D
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1258 1494   241     0 1710    28     0    0  1413     0    0    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
Added Vol:      0    0     0     0    0     0     0    0    23     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1258 1494   241     0 1710    28     0    0  1436     0    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1258 1494   241     0 1710    28     0    0  1436     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1494   241     0 1710    28     0    0  1436     0    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1384 1494   241     0 1710    28     0    0  1580     0    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.58  0.42  0.00 3.94  0.06  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3681   594     0 5608    92     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41  0.41  0.00 0.30  0.30  0.00 0.00  0.28  0.00 0.00  0.02
Crit Vol:     346                435                 395     0
Crit Moves:  ****               ****                ****  ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.812
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      121               Level Of Service:                 D
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     125 1157    91   242 1187   175   194  675   112    85  479   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  125 1157    91   242 1187   175   194  675   112    85  479   200
Added Vol:      0  126     0     0   30     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125 1283    91   242 1217   175   194  675   112    85  479   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125 1283    91   242 1217   175   194  675   112    85  479   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1283    91   242 1217   175   194  675   112    85  479   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   125 1283    91   242 1217   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.07  0.18 0.30  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          428         242              107                  340
Crit Moves:       ****        ****             ****                 ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.456
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  382   248    55  395     0     0    0     0   182    0    78
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  382   248    55  395     0     0    0     0   182    0    78
Added Vol:      0    0   203     0    0     0     0    0     0    79    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  382   451    55  395     0     0    0     0   261    0    78
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  382   451    55  395     0     0    0     0   261    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  382   451    55  395     0     0    0     0   261    0    78
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  382   451    55  395     0     0    0     0   287    0    78
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.32  0.04 0.14  0.00  0.00 0.00  0.00  0.10 0.00  0.05
Crit Vol:                451    55                      0          144
Crit Moves:             ****  ****                              ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.747
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       90               Level Of Service:                  C
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180 1276    60   187 1416    57    62  227    89   179  228   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1276    60   187 1416    57    62  227    89   179  228   145
Added Vol:      0    0     0     0    0    30   126    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  180 1276    60   187 1416    87   188  227    89   179  228   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1276    60   187 1416    87   188  227    89   179  228   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1276    60   187 1416    87   188  227    89   179  228   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1276    60   187 1416    87   188  227    89   179  228   145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.44  0.56  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1975   775  1375 1681  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.04  0.14 0.34  0.06  0.14 0.11  0.11  0.13 0.14  0.14
Crit Vol:     180                472          188                  186
Crit Moves:  ****                ****         ****                 ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.521
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1417    34   115 1722   259   194   63    74    36   45    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1417    34   115 1722   259   194   63    74    36   45    47
Added Vol:      0  126     0     0   30     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 1543    34   115 1752   259   194   63    74    36   45    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1543    34   115 1752   259   194   63    74    36   45    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1543    34   115 1752   259   194   63    74    36   45    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1543    34   115 1752   259   213   63    74    36   45    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34  0.02  0.08 0.39  0.17  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:          514         115              107                   45
Crit Moves:       ****        ****             ****                  ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.589
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97 1279    21    37 1761   169   116   92   105    26   42    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97 1279    21    37 1761   169   116   92   105    26   42    32
Added Vol:      0  126     0     0   30     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   97 1405    21    37 1791   169   116   92   105    26   42    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    97 1405    21    37 1791   169   116   92   105    26   42    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   97 1405    21    37 1791   169   116   92   105    26   42    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    97 1405    21    37 1791   169   116   92   105    26   42    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4434    66  1500 4500  1500  1500 1500  1500  1500  851   649
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.32  0.32  0.02 0.40  0.11  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:      97                597          116                  74
Crit Moves:  ****                ****         ****                 ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.534
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1333    14    42 1790    59    49   44    37     6   35    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1333    14    42 1790    59    49   44    37     6   35    22
Added Vol:      0  126     0     0   30     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 1459    14    42 1820    59    49   44    37     6   35    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1459    14    42 1820    59    49   44    37     6   35    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1459    14    42 1820    59    49   44    37     6   35    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1459    14    42 1820    59    49   44    37     6   35    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.91  0.09  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4457    43  1500 4359   141   565  508   427  1500  921   579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.33  0.33  0.03 0.42  0.42  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      39                626              130              6
Crit Moves:  ****                ****             ****          ****
******************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.347
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  436     7    41  599    57    74    1   173    11    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  436     7    41  599    57    74    1   173    11    2     8
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91  436     7    41  600    57    74    1   173    11    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  436     7    41  600    57    74    1   173    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  436     7    41  600    57    74    1   173    11    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91  436     7    41  600    57    74    1   173    11    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.74  0.26  1.00 1.00  1.00  0.52 0.10  0.38
Final Sat.:  1425 2805    45  1425 3904   371  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.16  0.03 0.15  0.15  0.05 0.00  0.12  0.01 0.01  0.01
Crit Vol:      91                219                 173    11
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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```

```
Future 2018 With Project With Mitigation-PM Peak
------------------------------------------------------------------------------
                      Midfield Satellite Concourse (MSC)
------------------------------------------------------------------------------
                                Scenario Report
Scenario:

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

```
Future 2018 With Project With Mitigation-PM Peak
--------------------------------------------------------------------------------
                     Midfield Satellite Concourse (MSC)
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.945
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138 1277   100   267 1311   193   214  745   124    94  529   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138 1277   100   267 1311   193   214  745   124    94  529   221
Added Vol:      0  548     0     0   89     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138 1825   100   267 1400   193   214  745   124    94  529   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138 1825   100   267 1400   193   214  745   124    94  529   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138 1825   100   267 1400   193   214  745   124    94  529   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   138 1825   100   267 1400   193   235  745   124   103  529   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  2750 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.44  0.07  0.19 0.34  0.14  0.09 0.27  0.09  0.04 0.19  0.16
Crit Vol:          608         267                  373          52
Crit Moves:       ****        ****                 ****         ****
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  Traffix 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA
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F.4. CONSTRUCTION VEHICLE DISTRIBUTIONS

Attachment 4 provides vehicle distribution of construction trips expected to be using the different routes entering and exiting the study area for the MSC Project. A description of each vehicle route is provided as well as the percentage of vehicles assumed to be distributed on each route by the type of construction vehicle.

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Table 1

LAX MSC Project – Project Related Construction Vehicle Routes (Construction Staging Lot N)

From	To	Route [1]	Percentage of Trips [2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [3]	I-405 NB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB	23%
I-405 North	Construction Employee Lot [3]	I-405 SB to Howard Hughes Pkwy WB to S. Sepulveda SB to Westchester Pkwy WB to Pershing Dr. SB	21%
I-105 East	Construction Employee Lot [3]	I-105 WB to Imperial Hwy WB to Pershing Dr. NB	32%
North Sepulveda [4]	Construction Employee Lot [3]	North Sepulveda SB to Westchester Pkwy WB to Pershing Dr. SB	6%
South Sepulveda	Construction Employee Lot [3]	South Sepulveda NB to Imperial Hwy WB to Pershing Dr. NB	5%
East Century	Construction Employee Lot [3]	West Century WB to S. Sepulveda SB to Imperial WB to Pershing Dr. NB	3%
North La Cienega	Construction Employee Lot [3]	La Cienega SB to Imperial WB to Pershing Dr. NB	1%
South La Cienega	Construction Employee Lot [3]	La Cienega NB to Imperial Hwy WB to Pershing Dr. NB	0.1%
East Imperial	Construction Employee Lot [3]	Imperial WB to Pershing Dr. NB	5%
West Imperial	Construction Employee Lot [3]	Imperial EB to Pershing Dr. NB	0.03%
South Main	Construction Employee Lot [3]	South Main NB to W. Imperial WB to Pershing Dr. NB	0.1%
South Douglas	Construction Employee Lot [3]	Nash NB to W. Imperial WB to Pershing Dr. NB	0.3%
South Main	Construction Employee Lot [3]	Douglas NB to W. Imperial WB to Pershing Dr. NB	0.3%
North Aviation	Construction Employee Lot [3]	Aviation SB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB	1%
South Aviation	Construction Employee Lot [3]	Aviation NB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB	2%
East Lennox	Construction Employee Lot [3]	Lennox WB to La Cienega SB to Imperial Hwy WB to Pershing Dr. NB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [3]	I-405 South	Pershing Dr. SB to W. Imperial Hwy EB to I-105 EB to I-405 SB	23%
Construction Employee Lot [3]	I-405 North	Pershing Dr. NB to Westchester Pkwy EB to Sepulveda NB to Howard Hughes EB to I-405 NB	21%
Construction Employee Lot [3]	I-105 East	Pershing Dr. SB to W. Imperial EB to I-105 EB	32%
Construction Employee Lot [3]	North Sepulveda [4]	Pershing Dr. NB to Westchester Pkwy EB to Sepulveda NB	6%
Construction Employee Lot [3]	South Sepulveda	Pershing Dr. NB to Westchester Pkwy EB to Lincoln EB to Sepulveda SB	5%
Construction Employee Lot [3]	East Century	Pershing Dr. SB to W. Imperial EB to Sepulveda Blvd NB to Century EB	3%
Construction Employee Lot [3]	North La Cienega	Pershing Dr. NB to Westchester Pkwy EB to La Tijera Blvd NB to La Cienega NB	1%
Construction Employee Lot [3]	South La Cienega	Pershing Dr. SB to W. Imperial Hwy EB to La Cienega SB	0.1%
Construction Employee Lot [3]	East Imperial	Pershing Dr. SB to W. Imperial EB	5%
Construction Employee Lot [3]	West Imperial	Pershing Dr. SB to W. Imperial WB	0.03%
Construction Employee Lot [3]	South Main	Pershing Dr. SB to W. Imperial EB to Main SB	0.1%
Construction Employee Lot [3]	South Douglas	Pershing Dr. SB to W. Imperial EB to Nash SB	0.3%
Construction Employee Lot [3]	South Nash	Pershing Dr. SB to W. Imperial EB to Douglas SB	0.3%
Construction Employee Lot [3]	North Aviation	Pershing Dr. SB to W. Imperial EB to Aviation NB	1%
Construction Employee Lot [3]	South Aviation	Pershing Dr. SB to W. Imperial EB to Aviation SB	2%
Construction Employee Lot [3]	East Lennox	Pershing Dr. SB to W. Imperial EB to La Cienega NB to Lennox EB	0.1%
Shuttles Entering the Construction Site			

Table 1

LAX MSC Project – Project Related Construction Vehicle Routes (Construction Staging Lot N)

From	To	Route [1]	Percentage of Trips [2]
Construction Employee Lot [3]	Construction Site	N/A [5]	N/A
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [3]	N/A [5]	N/A
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Pershing Dr. NB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Pershing Dr. SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Pershing Dr. SB to Imperial EB to I-105 EB	42%

1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).

3/ The Construction Employee Lot is located at the eastern end of World Way West. Vehicles enter and exit this location via World Way West.

4/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.

5/ Employee shuttles and equipment and material transfer trips are assumed to utilize the on-airport roadway system.

Sources: LAWA Staff and Ricondo & Associates, Inc., September 2013.

Table 2

LAX MSC Project – Project Related Construction Vehicle Routes (Construction Staging Lot A)

From	To	Route [1]	Percentage of Trips [2]
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Westchester Pkwy. WB to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Westchester Pkwy. WB to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Westchester Pkwy. WB to Pershing Dr. SB to Imperial EB to I-105 EB	42%

1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

Sources: LAWA Staff and Ricondo & Associates, Inc., September 2013.

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