ATTACHMENT NO. 7

TRAFFIC IMPACT STUDY REPORT
FOR PROPOSED ENTRADA CREATIVE OFFICE PROJECT AT
6161 W. CENTINELA AVENUE, CULVER CITY

Prepared for:

CITY OF CULVER CITY

AND

CENTINELA DEVELOPMENT PARTNERS

Prepared by:

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, California 90230
(310) 473-6508

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EXECUTIVE SUMMARY

In April 2008, the Final Environmental Impact Report (EIR) was certified for the Entrada Office Tower Project, located at 6161 Centinela Avenue in the City of Culver City. That project, referred to herein as the Approved Project, consisted of a 13-story office building with approximately 342,409 gross square feet and an adjoining nine-level parking garage. Due to market conditions, the Approved Project did not proceed to construction.

The Approved Project is now proposed to be modified. This Modified Project, known as the Entrada Creative Office Project, is a smaller project proposed for the same site. This site is the existing surface parking lot serving the DoubleTree by Hilton Hotel and adjoining amenities building (the "Hotel"). The Modified Project will be a building with six levels containing approximately 281,209 gross square feet of office space, which will be situated atop an integrated parking structure. The parking structure, with multiple levels above and below grade, will contain approximately 1,044 spaces, including 779 spaces for the Modified Project and 265 replacement spaces for the Hotel. Parking for Hotel employees will continue to be provided in a nearby off-site lot on Centinela Avenue. The Modified Project's expanded internal roadway system includes a segment along the north side of the site, which was not part of the Approved Project's plans. As with the Approved Project, three site access driveways are proposed on Centinela Avenue, including a signalized main driveway in the middle. It is anticipated that the Modified Project would be completed in 2018.

This report describes and documents traffic impacts for the Modified Project, and will be used in the preparation of the Addendum for the Modified Project. The traffic impact study has been conducted generally in the same manner as was performed for the Approved Project. Existing (2016) and future (2018) traffic conditions, without and with the Modified Project, were analyzed at 33 surrounding intersections in the City of Culver City and adjacent

jurisdictions, as well as for Congestion Management Program (CMP) facilities. These are the same intersections and CMP facilities that were analyzed for the Approved Project.

This report also presents the traffic impact analyses and results for existing (2016) and future (2018) traffic conditions, without and with the Approved Project. With impact analyses of both the Approved Project and Modified Project under the same current and project buildout conditions, an apples-to-apples comparison can be made of the relative impacts of these projects.

New traffic counts were conducted in spring 2016 at all 33 study intersections. Current listings of Related Projects from the City of Culver City, City of Los Angeles and Los Angeles County were reviewed. Twenty-two (22) Related Projects from these sources within approximately 1.5 miles of the Project site, along with ambient traffic growth of one percent per year, were analyzed for cumulative traffic conditions.

It is estimated that the Approved Project would generate 3,345 daily trips, 512 AM peak-hour trips and 462 PM peak-hour trips. The Modified Project would generate 2,880 daily trips, 438 AM peak-hour trips and 393 PM peak-hour trips. The Modified Project trip generations are, therefore, approximately 14 percent, 14 percent and 15 percent less, respectively, than those of the Approved Project during the aforementioned time periods.

The Modified Project is expected to have significant traffic impacts at the following eight study intersections under existing (2016) and future (2018) conditions, prior to mitigation:

- Slauson Avenue & La Cienega Boulevard Southbound Ramps (Future)
- Jefferson Boulevard & Mesmer Avenue (Future)
- Centinela Avenue & Sepulveda Boulevard (Existing and Future)
- Centinela Avenue & Sherbourne Drive (Existing and Future)
- Centinela Avenue & Alvern Street (Existing and Future)
- Centinela Avenue & La Cienega Boulevard (Existing and Future)

- Howard Hughes Parkway & Sepulveda Boulevard (Future)
- Manchester Avenue & Sepulveda Boulevard (Future)

Under existing (2016) and future (2018) conditions, the Approved Project would have significant traffic impacts at all eight intersections identified for the Modified Project, as well as the following two intersections (prior to mitigation):

- Slauson Avenue & Corning Avenue (Existing and Future)
- 76th Street-77th Street & Sepulveda Boulevard (Existing and Future)

It should be noted that the impacts associated with the Modified Project are less than or equal to the Approved Project's impacts at all significantly impacted intersections, during both peak hours.

Mitigation measures have been identified for the Modified Project. These measures are largely a carryover of the mitigation measures proposed for the Approved Project in 2007, including a Transportation Demand Management (TDM) Plan and physical improvements, such as island modifications, striping changes and traffic signal upgrades.

Analyses according to the CMP were also made of potential impacts to the regional transportation system, including the surrounding freeways and key intersections in the area, and to public transit in the vicinity of the Project site. As indicated above, the intersection of Centinela Avenue & La Cienega Boulevard, which is a designated CMP monitoring location, would be significantly impacted by the Approved Project and the Modified Project. No significant impacts to freeway mainline monitoring locations or to transit were determined for the Approved Project or Modified Project.

The potential impact on bicycle access was also evaluated for the Approved Project and Modified Project. Bicycle access impact evaluation is a recent requirement of the City of Culver City. It was determined that neither the Approved Project nor the Modified Project would

affect the ability of the City of Culver City or the adjacent jurisdiction, the City of Los Angeles, to implement its bicycle plans or result in bicycle access impacts.

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INTRODUCTION

In 2008, the Final Environmental Impact Report (EIR) was certified for the Entrada Office Tower Project. This project was the development of an approximate 342,409 square-foot office tower and adjoining parking structure (the "Approved Project") located at 6161 W. Centinela Avenue in the City of Culver City. The environmental analysis for the Approved Project included a comprehensive traffic impact study.

The Approved Project traffic impact study analyzed existing (2007) and future (2010) weekday AM and PM peak-hour traffic conditions at 33 intersections in the City of Culver City and adjacent jurisdictions. The analysis took into account 90 related projects in the City of Culver, City of Los Angeles and the County of Los Angeles. Significant traffic impacts were identified at the following 12 study intersections, prior to mitigation:

- Slauson Avenue & Corning Avenue
- Slauson Avenue & La Cienega Boulevard Southbound Ramps
- Jefferson Boulevard & Mesmer Avenue
- Jefferson Boulevard & Inglewood Boulevard
- Centinela Avenue & Sepulveda Boulevard
- Centinela Avenue & Sherbourne Drive
- Centinela Avenue & Alvern Street
- Centinela Avenue & La Tijera Boulevard
- Centinela Avenue & La Cienega Boulevard
- Howard Hughes Parkway & Sepulveda Boulevard
- 76th Street-77th Street & Sepulveda Boulevard
- Manchester Avenue & Sepulveda Boulevard

Mitigation measures were identified, which included a Transportation Demand Management (TDM) Plan and physical improvements, such as street widenings, island modifications, striping changes and traffic signal upgrades. These measures would have reduced the traffic impacts to

a level of insignificance at 11 of the 12 intersections. However, significant traffic impacts would have remained at the intersection below.

- Howard Hughes Parkway & Sepulveda Boulevard

Impacts of the Approved Project on the regional transportation system, including the surrounding freeways and key intersections in the area were also analyzed, as required by the Los Angeles County Congestion Management Program (CMP). As indicated above, the intersection of Centinela Avenue & La Cienega Boulevard, also a designated CMP monitoring location, would have been significantly impacted. Due to changing market conditions, development of the Approved Project did not proceed.

A smaller, modified project is now proposed at the same location, shown on Figure 1. This project would consist of an approximate 281,209 square-foot creative office building integrated with a multi-level parking structure, which is referred to herein as the "Modified Project" or "Project." This report presents the traffic impact analyses and results for existing (2016) and future (2018) conditions, without and with the Modified Project.

This report also presents the traffic impact analyses and results for existing (2016) and future (2018) conditions, without and with the Approved Project. With traffic impact analyses of both the Approved Project and Modified Project under the same (current and future project buildout) conditions, an apples-to-apples comparison can be made of the relative impacts of these projects.

Detailed analyses were made of existing and future conditions at the same 33 intersections analyzed for the Approved Project in 2008. Included are 12 intersections in the City of Culver City, nine intersections in the City of Los Angeles, three intersections in the County of Los Angeles, five intersections shared between the City of Culver City and City of Los Angeles, three

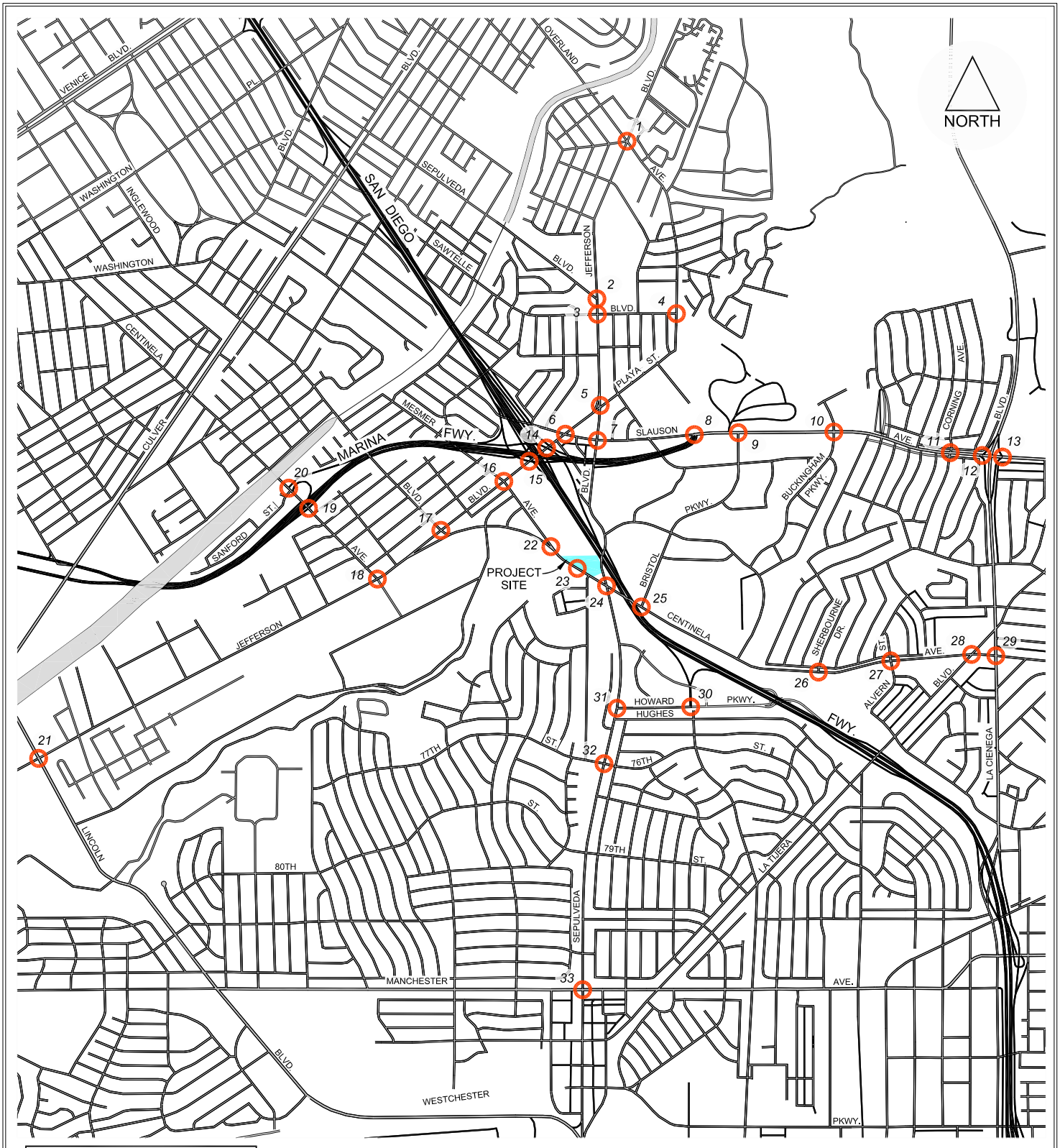

FIGURE 1

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MODIFIED PROJECT SITE VICINITY
AND STUDY INTERSECTION LOCATION MAP

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Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

intersections shared between the County and City of Los Angeles, and one intersection shared between the City of Los Angeles and the City of Inglewood. Approved Project and Modified Project impacts were also analyzed at critical monitoring locations involving surface street intersections and along freeway mainline sections, as well as to public transportation, as required by the CMP.

PROJECT DESCRIPTION

The Project site, at 6161 W. Centinela Avenue, is currently the surface parking lot of the DoubleTree by Hilton Hotel and amenities building (the "Hotel"). The site is on the north side of Centinela Avenue, west of Sepulveda Boulevard and adjacent to the San Diego Freeway. The Pacifica Plaza office building is to the east and an automobile storage facility is to the northwest.

The Hotel uses will remain unchanged. The parking lot will be developed with the Modified Project, an office building with an integrated parking structure. The Modified Project will contain approximately 281,209 gross square feet of office floor area. The integrated parking structure will occupy the lower portion of the Modified Project, with parking provided on one and one-half subterranean levels, the ground level, and four above-ground levels. A modest amount of "flex" space will be provided on the ground level, but the majority of office space will be on six above-ground levels situated atop the parking levels. The Modified Project is expected to be completed in 2018. Figure 2 shows the Modified Project site plan.

The design of the Modified Project differs substantially from the Approved Project, which consisted of a taller office tower with an adjacent parking structure. Under the Modified Project, the height has been reduced from approximately 190 feet to approximately 140 feet. The Modified Project is also considerably smaller than the Approved Project's size of 342,409 gross square feet. Compared to the Approved Project, the Modified Project has approximately 18 percent less floor area.

The Modified Project will provide 779 parking spaces for the office use, along with 265 replacement parking spaces for the Hotel, for a total of 1,044 parking spaces on-site. Approximately 261 of these spaces will be on two subterranean parking levels, 101 will be on

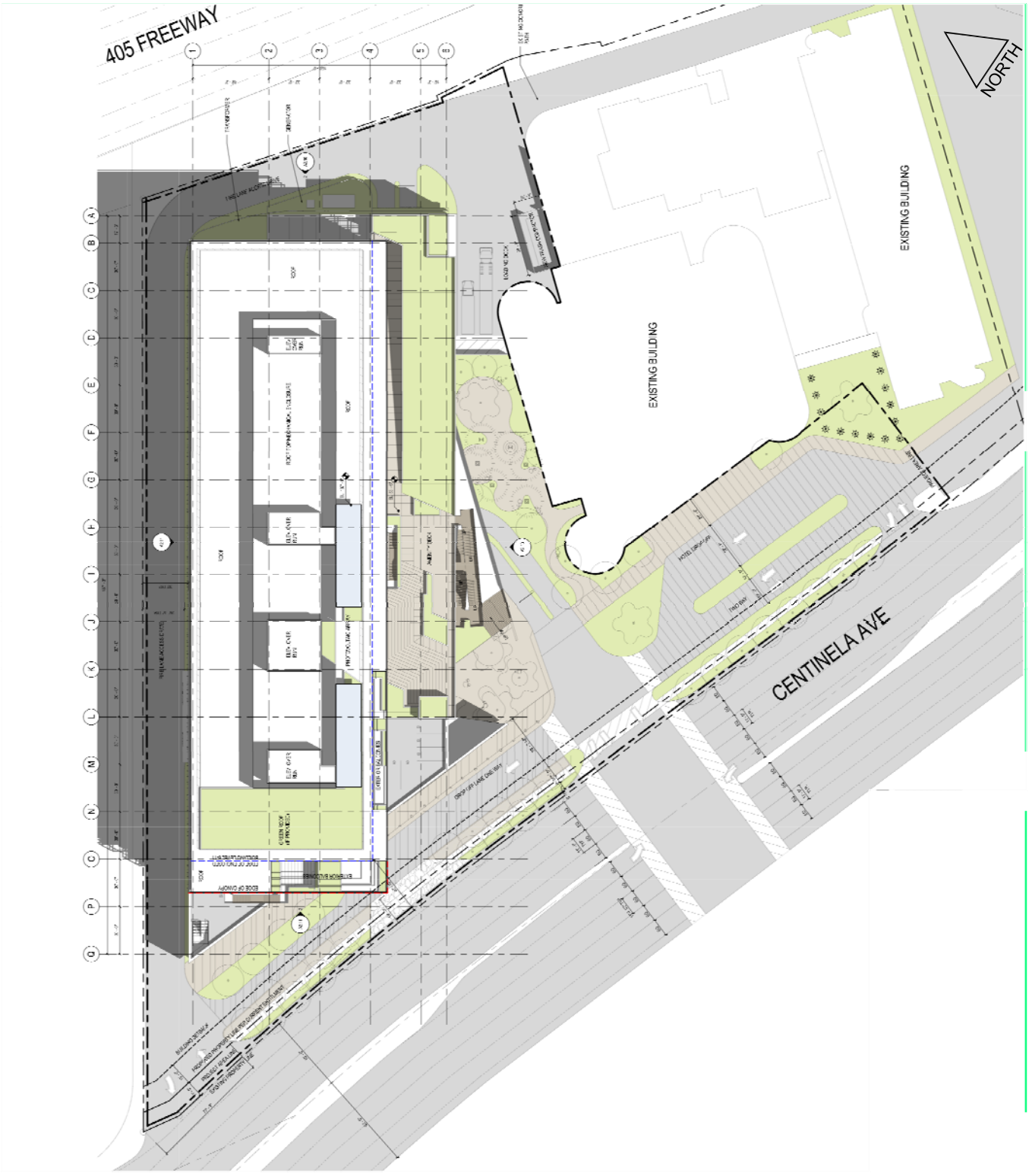

FIGURE 2

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MODIFIED PROJECT SITE PLAN

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the ground level, and 682 will be on the first four above-ground levels. In addition, the Modified Project will continue to provide 60 spaces in an off-site lot directly across the street on the south side of Centinela Avenue for Hotel employee parking. The combined total of 1,104 spaces is expected to provide sufficient parking for both the Project and the Hotel under typical conditions. This parking supply is lower than the combined total of 1,308 parking spaces proposed for the Approved Project, given the reduction in project size.

A feature of the Modified Project will be an approximate 11-foot dedication and widening along most of the site frontage on the north side of Centinela Avenue. As depicted on Figure 2, this feature will provide a new westbound shared through/right-turn lane on Centinela Avenue that becomes a "free right-turn" lane onto Mesmer Avenue at the west end of the site. This feature was also a component of the Approved Project.

Site access will be via three driveways on Centinela Avenue. The west and east driveways will be restricted to right-turn-only movements. The center driveway will be signalized, and will be the main Project and site driveway. This site access configuration is essentially the same as that designed for the Approved Project.

ENVIRONMENTAL SETTING

The Project site is located near the southern edge of Culver City where other development along Centinela Avenue is largely industrial, with some office uses intermixed. Immediate site boundaries include Centinela Avenue to the south, the San Diego Freeway to the northeast, the Pacifica Plaza office building to the east, and an automobile storage facility to the northwest. The Westfield Culver City Mall, a regional shopping center, is located less than one-half mile northeast of the Project site, east of the San Diego Freeway. The land uses in the area have remained generally consistent with those studied for the Approved Project.

Freeways

Two freeways, described below, provide regional access for the Project site and the surrounding community.

The San Diego Freeway (Interstate 405) is a north-south oriented freeway adjacent to the northeast side of the Project site. This facility has four to five mainline travel lanes, an HOV lane in each direction, and additional auxiliary lanes between some sets of on- and off-ramps. The San Diego Freeway provides a Westside alternative route to the Harbor Freeway (Interstate 110) and Golden State Freeway (Interstate 5), which traverse through Downtown Los Angeles approximately six to ten miles to the east. The San Diego Freeway has ramps at Jefferson Boulevard, a northbound off-ramp at Sepulveda Boulevard, and ramps at Howard Hughes Parkway.

The Marina Freeway/Expressway (State Route 90) is located less than one-half mile north of the Project site. This east-west freeway/expressway extends from Culver City to Marina del Rey. The freeway portion runs from its eastern terminus at Slauson Avenue to west of Culver Boulevard. From west of Culver Boulevard to its intersection with Lincoln Boulevard, this

facility is an expressway. It is generally a six-lane facility between Slauson Avenue and the San Diego Freeway, an eight-lane facility between the San Diego Freeway and Centinela Avenue, and a four-lane facility between Centinela Avenue and Lincoln Boulevard. Access to the Marina Freeway/Expressway is provided at Slauson Avenue, Centinela Avenue, Culver Boulevard, Mindanao Way, and Lincoln Boulevard.

Streets

In addition to the freeways discussed above, there are a number of surface streets and arterials that serve the Project site. The routes and functionality of these streets are described below. Since the environmental approval of the Approved Project, the street designations within the City of Los Angeles have been revised per the recently adopted City of Los Angeles Mobility Plan 2035. This section has been updated to reflect these changes and any other roadway updates.

Overland Avenue is an important north-south roadway located less than a mile north of the Project site. Within Culver City, Overland Avenue is designated a Primary Artery. This street becomes Playa Street south of Sawtelle Boulevard. Overland Avenue has two lanes in each direction and left-turn and right-turn channelization at Jefferson Boulevard. The roadway maintains two lanes in each direction north to Pico Boulevard. A two-lane roadway continues northerly of Pico Boulevard to its terminus at Santa Monica Boulevard.

Sepulveda Boulevard generally parallels the San Diego Freeway. Just south of Westchester Parkway, Sepulveda Boulevard becomes Pacific Coast Highway (State Route 1), south to Artesia Boulevard in Manhattan Beach. This roadway traverses underneath Los Angeles International Airport (LAX) and continues north through Culver City and West Los Angeles. Farther north, it crosses the Santa Monica Mountains and the San Fernando Valley, where it terminates at Rinaldi Street. Sepulveda Boulevard is classified a Primary Artery in Culver City and a Boulevard

I in Los Angeles. In the segments extending north of Machado Road (near Sawtelle/Jefferson Boulevards), Sepulveda Boulevard is a four-lane facility with left-turn channelization at most intersections. South of Machado Road, at the intersection with Jefferson Boulevard/Playa Street, Sepulveda Boulevard provides three northbound and two southbound lanes, with full left-turn channelization and southbound dual right-turn lanes. Continuing south, Sepulveda Boulevard generally maintains six lanes and has left-turn channelization at most intersections.

Sawtelle Boulevard is a north-south roadway designated a Secondary Artery within Culver City. It runs parallel to and just west of the San Diego Freeway. South of Culver Boulevard, it crosses under the freeway and angles southeasterly to intersect with Sepulveda Boulevard and terminates at Overland Avenue. North of Braddock Drive, Sawtelle Boulevard provides two lanes in each direction, while south of Braddock Drive, it generally has only one lane in each direction.

Playa Street is a fairly short east-west Primary Artery roadway that is a continuation of Overland Avenue from the north. It is diagonally opposite Jefferson Boulevard at the intersection with Sepulveda Boulevard. Playa Street generally provides two lanes in each direction, with additional lanes for turning movements at Sepulveda Boulevard.

Slauson Avenue is designated a Primary Artery in Culver City and a Major Highway in the County of Los Angeles within the study area. It generally has four to six lanes with east-west continuity north of the Project site. Slauson Avenue begins as a local street at Culver Boulevard, about one-third mile west of the San Diego Freeway. Slauson Avenue does not bridge Ballona Creek but resumes just to the south, again as a local street. It becomes a major arterial as it crosses Jefferson Boulevard and continues easterly through Culver City, through an unincorporated

portion of the County of Los Angeles, and eventually through another portion of the City of Los Angeles.

Sanford Street is a short east-west local street that runs south of the Ballona Creek and is the west leg of the intersection of Centinela Avenue and the Marina Freeway westbound ramps. This roadway has a single lane in each direction.

Centinela Avenue generally extends in an east-west direction from Florence Avenue in Inglewood north to its intersection with Jefferson Boulevard. The roadway then continues in a north-south alignment to Stanwood Drive in Los Angeles. Centinela Avenue resumes from south of Ocean Park Boulevard and extends discontinuously north to Montana Avenue. Within the study area, Centinela Avenue is designated both a Boulevard II and Avenue I in Los Angeles, a Primary Artery in Culver City, and a Major Arterial in Inglewood. Currently, Centinela Avenue provides three westbound and four eastbound lanes, a raised median, and left-turn channelization at its intersection with the main Project driveway. North of Jefferson Boulevard, Centinela Avenue generally has two to three lanes in each direction, along with two-way left-turn channelization. East of Sepulveda Boulevard, Centinela Avenue provides two lanes in each direction with left-turn channelization, and right-turn channelization at some intersections.

Howard Hughes Parkway is an east-west roadway that extends for less than one-half mile from Sepulveda Boulevard east to the San Diego Freeway ramps. Located within Los Angeles, it is designated a Boulevard II. A full set of on-/off-ramps provide connections to the northbound and southbound San Diego Freeway. Howard Hughes Parkway has two eastbound lanes and three westbound lanes.

77th Street is a local street with one lane each way and serves the residential neighborhood west of Sepulveda Boulevard. It extends from McConnell Avenue at Loyola Marymount

University to Sepulveda Boulevard. Opposite 77th Street at Sepulveda Boulevard is 76th Street, which continues easterly to its terminus at Flight Avenue. 76th Street has one lane in each direction. Other shorter segments of 77th Street and 76th Street exist east of La Tijera Boulevard.

Manchester Avenue extends through the Westchester-Playa del Rey community and into the City of Inglewood. Within the study area, Manchester Avenue is designated a Boulevard II and generally provides two lanes in each direction, plus left-turn and raised median channelization.

Lincoln Boulevard (State Route 1) is a north-south Boulevard I in Los Angeles. This intra-city roadway starts from the northern boundary of the City of Santa Monica and continues southerly to Sepulveda Boulevard near LAX. In the Project area, this facility generally provides four lanes in each direction with raised medians and left-turn channelization.

Inglewood Boulevard is a north-south street designated an Avenue II from Jefferson Boulevard to Venice Boulevard and a Collector Street from Venice Boulevard to National Boulevard. This roadway is generally within Los Angeles and crosses through a portion of Culver City between Sylvester Street and Louise Avenue. Just north of Jefferson Boulevard, Inglewood Boulevard is a two-lane roadway in each direction.

Mesmer Avenue runs from Culver Drive near the Ballona Creek to Centinela Avenue and is designated a Collector Street within Los Angeles. Between Jefferson Boulevard and Centinela Avenue, Mesmer Avenue has two lanes in each direction. It is stop-sign controlled at its intersection with Centinela Avenue.

Jefferson Boulevard begins in Los Angeles at Culver Boulevard in the Playa Vista area, becomes discontinuous through Culver City at Sepulveda Boulevard opposite Playa Street, and resumes approximately 2,000 feet to the north near Sawtelle Boulevard. At National Boulevard, just

beyond the Culver City boundary, the directionality of Jefferson Boulevard changes from northeasterly to easterly and terminates south of Downtown Los Angeles at Central Avenue. Within the study area, Jefferson Boulevard is designated a Boulevard II in Los Angeles and a Primary Artery in Culver City. It generally has two to three lanes in each direction, plus left-turn channelization. It also has right-turn-only lanes at some intersections and raised medians along some portions of the roadway.

Bristol Parkway is generally a north-south Secondary Artery that extends for less than one mile from Slauson Avenue to Centinela Avenue. It provides direct access in the Fox Hills community, along with access to Holy Cross Cemetery and Hillside Memorial Park. In general, Bristol Parkway has two lanes in each direction, along with left-turn channelization.

Buckingham Parkway is a short, serpentine Secondary Artery that begins at Green Valley Circle near Fox Hills Park and continues northerly for approximately one mile before reaching its terminus just north of Slauson Avenue. Two lanes are provided in each direction from Slauson Avenue to Hannum Avenue and one lane in each direction south to its terminus at Green Valley Circle.

Corning Avenue, Sherbourne Drive and Alvern Street are north-south local streets used to access the Ladera Heights community of the County of Los Angeles. These local streets are of limited length and have one lane in each direction.

La Tijera Boulevard, a Boulevard II, has a northeast-southwest diagonal alignment and ramp connections for the San Diego Freeway. It has two to three traffic lanes per direction, plus left-turn channelization, and accesses residential and commercial uses.

La Cienega Boulevard, approximately one and one-half miles east of the Project site, is an important north-south roadway. Within the study area, La Cienega Boulevard is designated a

Boulevard II in Los Angeles and a Major Highway in the County of Los Angeles. Three lanes are available in each direction in the study area. Left-turn channelization is provided at intersecting streets, with northbound and southbound ramps accessing Slauson Avenue. The roadway is divided between Rodeo Road and La Tijera Boulevard. La Cienega Boulevard, in conjunction with La Tijera Boulevard, provides an important route to LAX to the south. To the north, La Cienega Boulevard passes through portions of Los Angeles, Beverly Hills and West Hollywood, and terminates at Sunset Boulevard.

Public Transit

Culver CityBus and the Los Angeles County Metropolitan Transportation Authority (Metro) are the primary service providers in the project area, and have several routes near the Project site. The Los Angeles Department of Transportation (LADOT) also operates one bus line near the Project site. Over the last several years, there has generally been an expansion in the number of bus lines serving the Project area. Below is an overview of the current transit service and facilities available within a one-half mile radius of the Project site.

<u>Culver CityBus</u>

- Line 2: Operates along Jefferson Boulevard, Slauson Avenue and Sepulveda Boulevard.
- Line 3: Operates along Mesmer Avenue, Centinela Avenue and Sepulveda Boulevard.
- Line 4: Operates along Major Street, Mesmer Avenue and Jefferson Boulevard.
- Line 6/6R: Operates along Sepulveda Boulevard.

<u>Metro</u>

- Line 108/358: Operates along Sepulveda Boulevard.
- Line 110: Operates along Jefferson Boulevard, Mesmer Avenue and Centinela Avenue.
- Line 217: Operates along Sepulveda Boulevard.

LADOT Commuter Express

- Line 574: Howard Hughes Center via Sepulveda Boulevard.

Westfield Culver City Transit Center

- The Westfield Culver City Transit Center serves as the major transfer point for transit vehicles near the Project site, allowing for transfer alternatives to most parts of the County of Los Angeles.

Existing (2016) Traffic Volumes

The intersection traffic volumes used in the following analyses were based on new traffic counts conducted in March 2016. The traffic counts were conducted on weekdays during the peak commute traffic periods of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. Existing (2016) AM and PM peak-hour volumes at the study intersections are depicted on Figures 3(a) and 3(b). The count summary sheets for each of the study intersections are provided in Appendix A.

Analysis of Existing (2016) Traffic Conditions

To assess existing traffic conditions on the street system serving the study area, a detailed analysis was made of the 33 intersections listed below (also see Figure 1). These intersections are the same as those analyzed in the original Approved Project's traffic impact study, which were determined in consultation with City of Culver City, City of Los Angeles and County of Los Angeles staffs. Although the Modified Project is smaller than the Approved Project and is expected to generate fewer trips, all of these intersections were included in order to provide a conservative analysis and complete comparison. Nearly all of the intersections are signal-controlled, with the exception of Sawtelle Boulevard/Overland Avenue and Centinela Avenue/Mesmer Avenue. This analysis, as well as the analysis of future conditions discussed later in this report, focused on the weekday AM and PM peak hours.

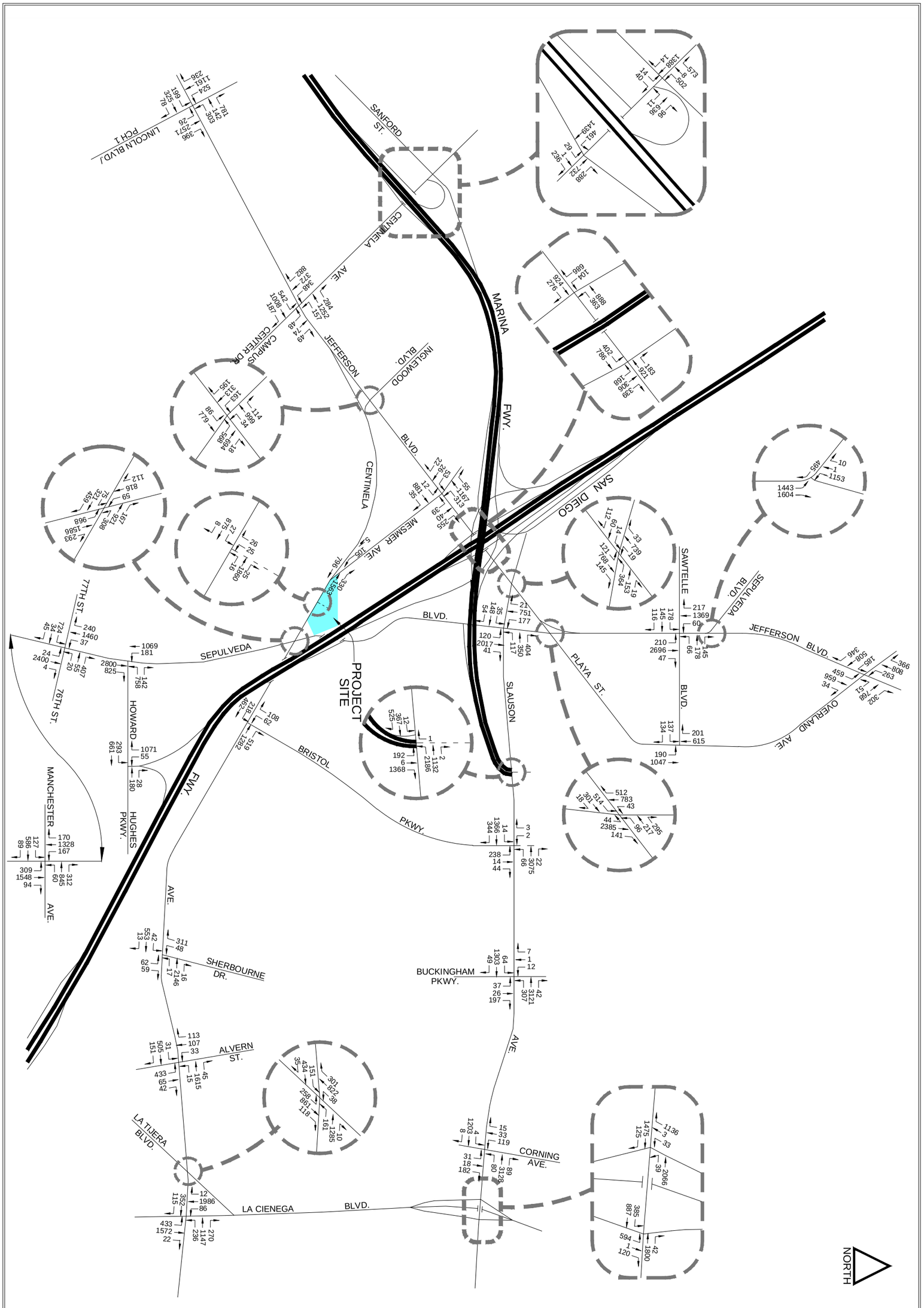

FIGURE 3(a)

6/28/2016

FN: EntradaII\AM2016EX

EXISTING (2016) TRAFFIC VOLUMES
AM PEAK HOUR

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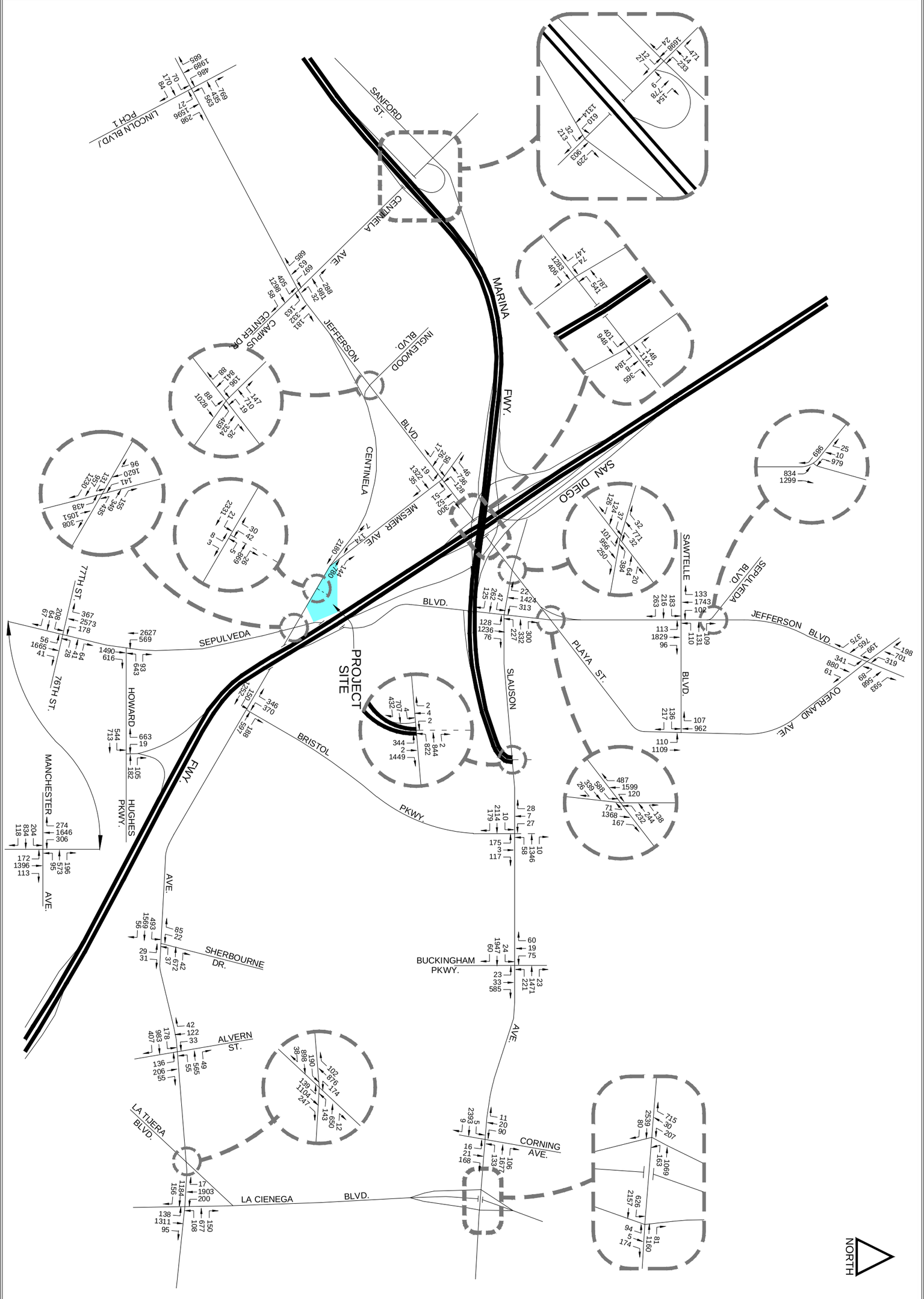

FIGURE 3(b)

6/28/2016

FN: EntradaII\PM2016EX

EXISTING (2016) TRAFFIC VOLUMES
PM PEAK HOUR

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1. Jefferson Boulevard & Overland Avenue
2. Jefferson Boulevard (N.) & Sepulveda Boulevard
3. Sawtelle Boulevard & Sepulveda Boulevard
4. Sawtelle Boulevard & Overland Avenue
5. Jefferson Boulevard (S.)-Playa Street & Sepulveda Boulevard
6. Slauson Avenue & Jefferson Boulevard
7. Slauson Avenue & Sepulveda Boulevard
8. Slauson Avenue & Marina Freeway (SR-90)
9. Slauson Avenue & Bristol Parkway
10. Slauson Avenue & Buckingham Parkway
11. Slauson Avenue & Corning Avenue [2]
12. Slauson Avenue & La Cienega Boulevard Southbound Ramps [2]
13. Slauson Avenue & La Cienega Boulevard Northbound Ramps [2]
14. Jefferson Boulevard & San Diego Freeway Northbound Ramps
15. Jefferson Boulevard & San Diego Freeway Southbound Ramps
16. Jefferson Boulevard & Mesmer Avenue [3]
17. Jefferson Boulevard & Inglewood Boulevard [1]
18. Jefferson Boulevard & Centinela Avenue [4]
19. Marina Freeway (SR-90) Eastbound Ramps & Centinela Avenue [1]
20. Marina Freeway (SR-90) Westbound Ramps-Sanford Street & Centinela Avenue [1]
21. Jefferson Boulevard & Lincoln Boulevard [1]
22. Centinela Avenue & Mesmer Avenue [3]
23. Centinela Avenue & Main Project Driveway [3]
24. Centinela Avenue & Sepulveda Boulevard [3]
25. Centinela Avenue & Bristol Parkway [3]
26. Centinela Avenue & Sherbourne Drive [4]
27. Centinela Avenue & Alvern Street [4]
28. Centinela Avenue & La Tijera Boulevard [4]
29. Centinela Avenue & La Cienega Boulevard [5]
30. Howard Hughes Parkway & San Diego Freeway Southbound Ramps [1]
31. Howard Hughes Parkway & Sepulveda Boulevard [1]
32. 76th Street-77th Street & Sepulveda Boulevard [1]
33. Manchester Avenue & Sepulveda Boulevard [1]

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[1] Intersection entirely in City of Los Angeles.
[2] Intersection entirely in County of Los Angeles.
[3] Intersection shared by Cities of Culver City and Los Angeles.
[4] Intersection shared by County and City of Los Angeles.
[5] Intersection shared by Cities of Los Angeles and Inglewood.

All other intersections are entirely within City of Culver City.

Per the current traffic study guidelines of the involved jurisdictions, the traffic analysis was performed through the use of the Critical Movement Analysis (CMA) methodology for signalized intersections and both the CMA methodology and the Highway Capacity Manual (HCM) methodology for unsignalized intersections. The traffic counts discussed earlier were used, along with other data pertaining to intersection geometrics, on-street parking conditions and traffic signal operations. The existing traffic lane configurations and traffic controls at each study intersection are shown in Appendix B. These configurations and controls were reviewed and updated, as appropriate, for the analysis.

The analysis and evaluation of traffic operations at each signalized study intersection is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.[1] In the discussion of the CMA for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. The CMA methodology is also consistent with the Los Angeles County Congestion Management Program (CMP) procedures for traffic study analyses.

Level of Service describes the quality of traffic flow. In general, the Level of Service closely correlates with the average amount of delay that motorists will experience at an intersection with prevailing or projected traffic conditions. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity, which will result in possible stoppages of momentary duration and occasionally

[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

unstable flow. Level F is a forced-flow condition occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (Vehicles Per Hour)		
	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	---------- Not Applicable ---------		

* For planning applications only, i.e., not appropriate for operations and design applications.

Capacity is defined to represent the maximum total hourly movement volume that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 2. The CMA volumes used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The levels of service corresponding to a range of CMA values are shown in Table 2.

Table 2
Level of Service
As a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of V/C Ratios
A	Excellent. No vehicle waits longer than one red light.	0.000 - 0.600
B	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601 - 0.700
C	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701 - 0.800
D	Fair. Delays may be substantial during portions of the rush hour, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801 - 0.900
E	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901 - 1.000
F	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000

Signalized study intersections in Culver City operate with an Automated Traffic Surveillance and Control System-like (ATSAC-like) upgrade. Intersections operating with ATSAC or an ATSAC-like upgrade have an overall improved intersection capacity of seven percent. Therefore, the V/C ratios were reduced by 0.070 for these intersections. Signalized study intersections in Los Angeles operate with an Adaptive Traffic Control System (ATCS) upgrade, a further upgrade of ATSAC. LADOT estimates that ATSAC/ATCS improves the overall intersection capacity by an average of 10 percent. Per LADOT policy, the V/C ratios were reduced by 0.100 in order to

approximate the 10 percent increase in intersection capacity attributable to ATSAC/ATCS. For study intersections shared with Los Angeles, ATCS/ATSAC upgrades were taken into account at select intersections. Finally, for signalized intersections in the County of Los Angeles, no capacity improvements were assumed.

Analysis of the unsignalized study intersections utilized both the aforementioned CMA methodology (for the purposes of determining Approved Project and Modified Project impacts) and the 2000 Highway Capacity Manual (HCM) delay methodology. At unsignalized intersections, the CMA methodology analysis assumes reduced intersection capacities. The use of the HCM methodology for unsignalized intersections was added to Culver City's traffic study guidelines in July 2012 and, therefore, was not used in the traffic analysis for the Approved Project. The HCM methodology determines intersection LOS based on overall or control delay in seconds that a motorist will experience. The LOS and corresponding control delay, in seconds, are shown below in Table 3.

Table 3
Level of Service
As a Function of Delay (Seconds/Vehicle)

Level of Service	Overall/Control Delay (Seconds/Vehicle)
A	0 – 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 – 50
F	> 50

By applying these analyses procedures to the study intersections, the CMA and HCM values and the corresponding levels of service for existing traffic conditions were determined. The

"Existing" condition results for the study intersections are provided in Table 4.

As summarized in Table 4, eight of the 33 study intersections currently operate at LOS E or F during one or both peak hours based on the CMA methodology. The remaining 25 study intersections operate at LOS D or better during both peak hours.

Table 4 also includes the HCM operational results for the two unsignalized study intersections. Based on the overall delay experienced by vehicles at the intersection, Sawtelle Boulevard/Overland Avenue is shown to operate at LOS E and F during the AM and PM peak hours, respectively. The intersection of Centinela Avenue/Mesmer Avenue operates at LOS C and B during the AM and PM peak hours, respectively.

Table 4
CMA/HCM and Level of Service Summary
Existing (2016) Traffic Conditions

No.	Intersection	Peak Hour	Existing CMA/Delay	Existing LOS
1	JEFFERSON BLVD. &	AM	0.821	D
	OVERLAND AVE.	PM	0.848	D
2	JEFFERSON BLVD. (N.) &	AM	0.726	C
	SEPULVEDA BLVD.	PM	0.581	A
3	SAWTELLE BLVD. &	AM	0.692	B
	SEPULVEDA BLVD.	PM	0.677	B
4	SAWTELLE BLVD. &	AM	0.735	C
	OVERLAND AVE.	PM	0.861	D
		AM	37.9	E
		PM	78.1	F
5	JEFFERSON BLVD. (S.) &	AM	0.978	E
	SEPULVEDA BLVD.	PM	0.725	C
6	SLAUSON AVE. &	AM	0.394	A
	JEFFERSON BLVD.	PM	0.442	A
7	SLAUSON AVE. &	AM	0.748	C
	SEPULVEDA BLVD.	PM	0.560	A
8	SLAUSON AVE. &	AM	0.673	B
	RTE. 90	PM	0.633	B
9	SLAUSON AVE. &	AM	0.788	C
	BRISTOL PKWY.	PM	0.558	A
10	SLAUSON AVE. &	AM	0.722	C
	BUCKINGHAM PKWY.	PM	0.698	B
11	SLAUSON AVE. &	AM	0.979	E
	CORNING AVE. [2]	PM	0.851	D
12	SLAUSON AVE. &	AM	0.884	D
	LA CIENEGA SB RAMPS [2]	PM	0.743	C
13	SLAUSON AVE. &	AM	0.674	B
	LA CIENEGA NB RAMPS [2]	PM	0.627	B
14	JEFFERSON BLVD. &	AM	0.753	C
	I-405 NB RAMPS	PM	0.614	B
15	JEFFERSON BLVD. &	AM	0.499	A
	I-405 SB RAMPS	PM	0.450	A
16	JEFFERSON BLVD. &	AM	0.399	A
	MESMER AVE. [3]	PM	0.468	A
17	JEFFERSON BLVD. &	AM	0.899	D
	INGLEWOOD BLVD. [1]	PM	0.734	C

Table 4 (cont.)
CMA/HCM and Level of Service Summary
Existing (2016) Traffic Conditions

No.	Intersection	Peak Hour	Existing CMA/Delay	Existing LOS
18	JEFFERSON BLVD. &	AM	0.864	D
	CENTINELA AVE. [4]	PM	0.701	C
19	RTE. 90 EB RAMPS &	AM	0.571	A
	CENTINELA AVE. [1]	PM	0.511	A
20	RTE. 90 WB RAMPS-SANFORD ST. &	AM	0.527	A
	CENTINELA AVE. [1]	PM	0.507	A
21	JEFFERSON BLVD. &	AM	0.825	D
	LINCOLN BLVD. [1]	PM	0.689	B
22	CENTINELA AVE. &	AM	0.613	B
	MESMER AVE. [3]	PM	0.599	A
		AM	19.2	C
		PM	12.7	B
23	CENTINELA AVE. &	AM	0.425	A
	MAIN PROJECT DWY. [3]	PM	0.399	A
24	CENTINELA AVE. &	AM	0.965	E
	SEPULVEDA BLVD. [3]	PM	1.019	F
25	CENTINELA AVE. &	AM	0.557	A
	BRISTOL PKWY. [3]	PM	0.512	A
26	CENTINELA AVE. &	AM	0.983	E
	SHERBOURNE DR. [4]	PM	0.590	A
27	CENTINELA AVE. &	AM	0.931	E
	ALVERN ST. [4]	PM	0.687	B
28	CENTINELA AVE. &	AM	0.699	B
	LA TIJERA BLVD. [4]	PM	0.685	B
29	CENTINELA AVE. &	AM	0.975	E
	LA CIENEGA BLVD. [5]	PM	0.824	D
30	HOWARD HUGHES PKWY. &	AM	0.433	A
	I-405 SB RAMPS [1]	PM	0.220	A
31	HOWARD HUGHES PKWY. &	AM	0.811	D
	SEPULVEDA BLVD. [1]	PM	0.673	B
32	76TH ST.-77TH ST. &	AM	1.040	F
	SEPULVEDA BLVD. [1]	PM	0.650	B
33	MANCHESTER AVE. &	AM	0.919	E
	SEPULVEDA BLVD. [1]	PM	0.876	D

Table 4 (cont.)

CMA/HCM and Level of Service Summary
Existing (2016) Traffic Conditions

Notes

[1] Intersection entirely in City of Los Angeles.

[2] Intersection entirely in County of Los Angeles.

[3] Intersection shared by Cities of Culver City and Los Angeles.

[4] Intersection shared by County and City of Los Angeles.

[5] Intersection shared by Cities of Los Angeles and Inglewood.

All other intersections are entirely within City of Culver City.

PROJECT TRAFFIC

The following section describes the methodology used to estimate the trip generation for the Approved Project and Modified Project, along with the distribution and assignment of these trips to the street system in the study area.

Trip Generation

Vehicle trip generation formulas for the Approved Project and Modified Project were obtained from Trip Generation Manual, 9th Edition, published in 2012 by the Institute of Transportation Engineers (ITE). These formulas for daily, AM and PM peak hours trip generations, along with directional "split" percentages (inbound vs. outbound), are listed below.

Table 5
ITE Trip Generation Formulas for Office Use

		Directional Split	
Time Period	Trip Generation Formula	I/B	O/B
Daily	Ln(T) = 0.76 Ln(A) + 3.68	50%	50%
AM Peak Hour	Ln(T) = 0.80 Ln(A) + 1.57	88%	12%
PM Peak Hour	T = 1.12 (A) + 78.45	17%	83%

Where, T = Total of one-way trips entering and leaving the site.
A = Area of building (gross floor area) in thousands of square feet.

Applying those formulas, the trips expected to be generated by the Approved Project and Modified Project are shown in Table 6.

Table 6
Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Project	Size		Daily	I/B	O/B	Total	I/B	O/B	Total
Approved Project	342,409	gsf	3,345	451	61	512	79	383	462
Modified Project	281,209	gsf	2,880	385	53	438	67	326	393

As shown in Table 6, based on the current version of the ITE Trip Generation Manual, the Approved Project would be expected to generate approximately 3,345 daily trips, with 512 trips during the AM peak hour and 462 trips during the PM peak hour. The reduced-size Modified Project is anticipated to generate approximately 2,880 daily trips, with 438 trips during the AM peak hour and 393 trips during the PM peak hour. Compared to the Approved Project, the Modified Project would generate approximately 14 percent fewer daily trips, 14 percent fewer AM peak-hour trips, and 15 percent fewer PM peak-hour trips.

Trip Distribution and Assignment

Estimation of the geographic distribution of Approved Project- and Modified Project-generated trips was the next step of the analysis. The primary factors affecting this trip distribution are the residential areas from which employees can be expected to be drawn and other important origin/distribution points in the surrounding area, and the freeway and highway routes that are likely to be used to access the Project site. Given that the Modified Project is very similar in use to the Approved Project, and that both projects have the same general site access configuration, it was determined that the previously approved trip distribution percentages should be used in the present analysis for both the Approved Project and Modified Project. These percentages are shown below.

North: 30% South: 35% East: 20% West: 15%

Using these distribution percentages, Approved Project and Modified Project trips were then assigned to individual roadways within the study area. Approximately 48 percent was estimated to be using the surrounding freeways for a portion of its travel route, while 52 percent of the traffic was estimated to use surface streets to access the site. The resulting trip assignment percentages at the study intersections, identical for both Approved Project and Modified Project, are illustrated on Figure 4.

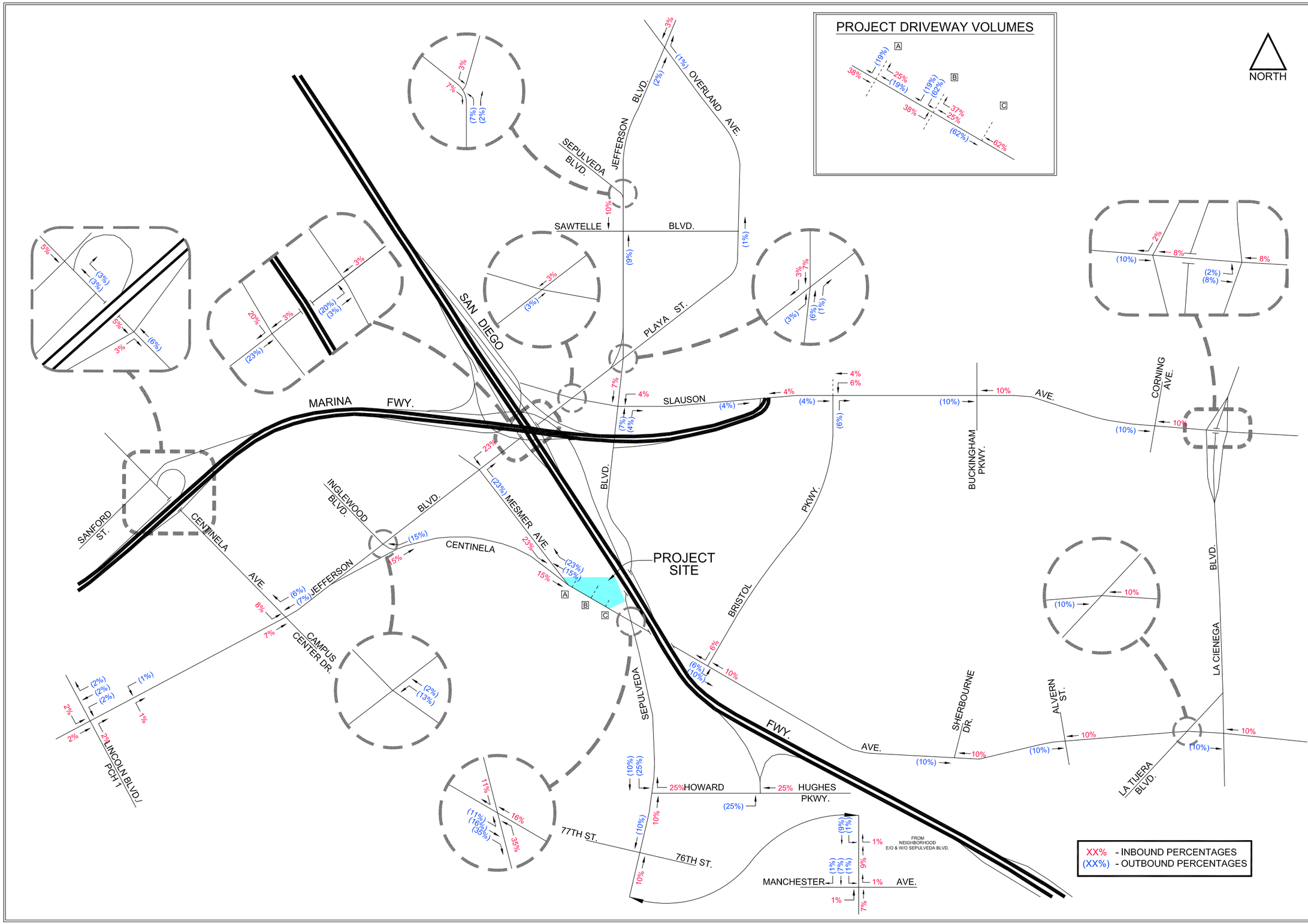

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FIGURE 4

PROJECT TRIP DISTRIBUTION PERCENTAGES
INBOUND AND OUTBOUND

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The trip assignment percentages from Figure 4 were multiplied by the appropriate inbound and outbound Approved Project trips for the AM and PM peak hours to determine the amount of Approved Project traffic assigned to each study intersection. The results are shown on Figures 5(a) and 5(b) for the AM and PM peak hours, respectively. Similarly, the trip assignment percentages were multiplied by the appropriate Modified Project trips to determine the Modified Project trips at the study intersections. The Modified Project results are shown on Figures 6(a) and 6(b) for the respective AM and PM peak hours. Figures 5(a), 5(b), 6(a) and 6(b) also incorporate the changes in existing site traffic volumes due to revised driveway locations and turn restrictions on Centinela Avenue.

Parking and Access

The Modified Project will provide parking on-site in compliance with the City code requirement of one (1) parking space for each 350 square feet of gross floor area for office uses. As indicated in Table 7, based on the Modified Project's gross leasable area of 270,055 square feet, the parking requirement is 772 spaces. Seven additional spaces will be provided for the Modified Project, for a total of 779 spaces. Under its current entitlement, the Hotel has a requirement of 265 parking spaces, which are provided on-site in the existing surface lot. With the removal of the surface lot to develop the Modified Project, the 265 spaces will be replaced in the new parking structure, bringing the total on-site parking supply to 1,044 spaces, all of which will be within the parking structure.

The Modified Project will also continue to provide 60 off-site spaces for hotel employee parking in the surface lot opposite the site on the south side of Centinela Avenue.

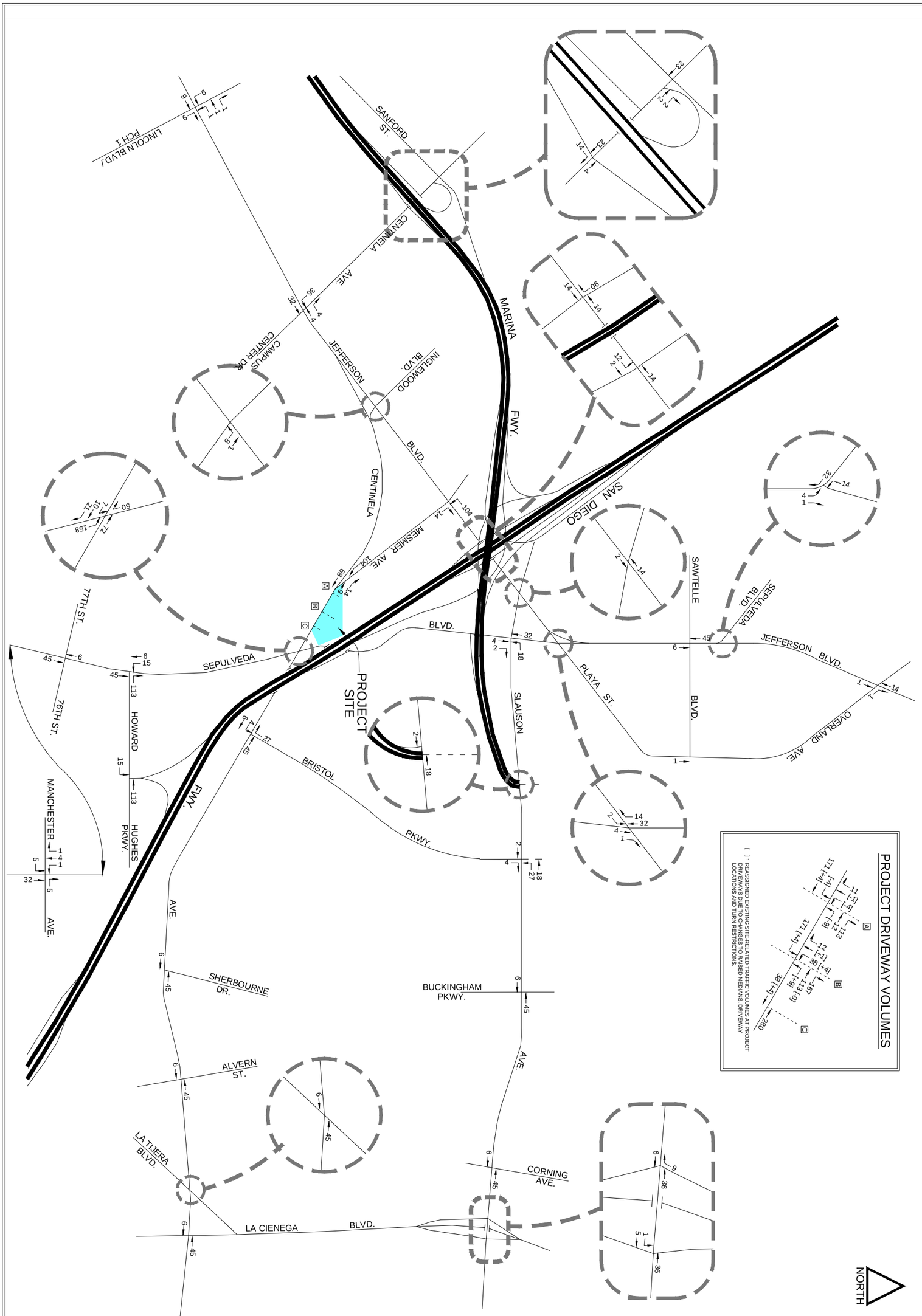

FIGURE 5(a)

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APPROVED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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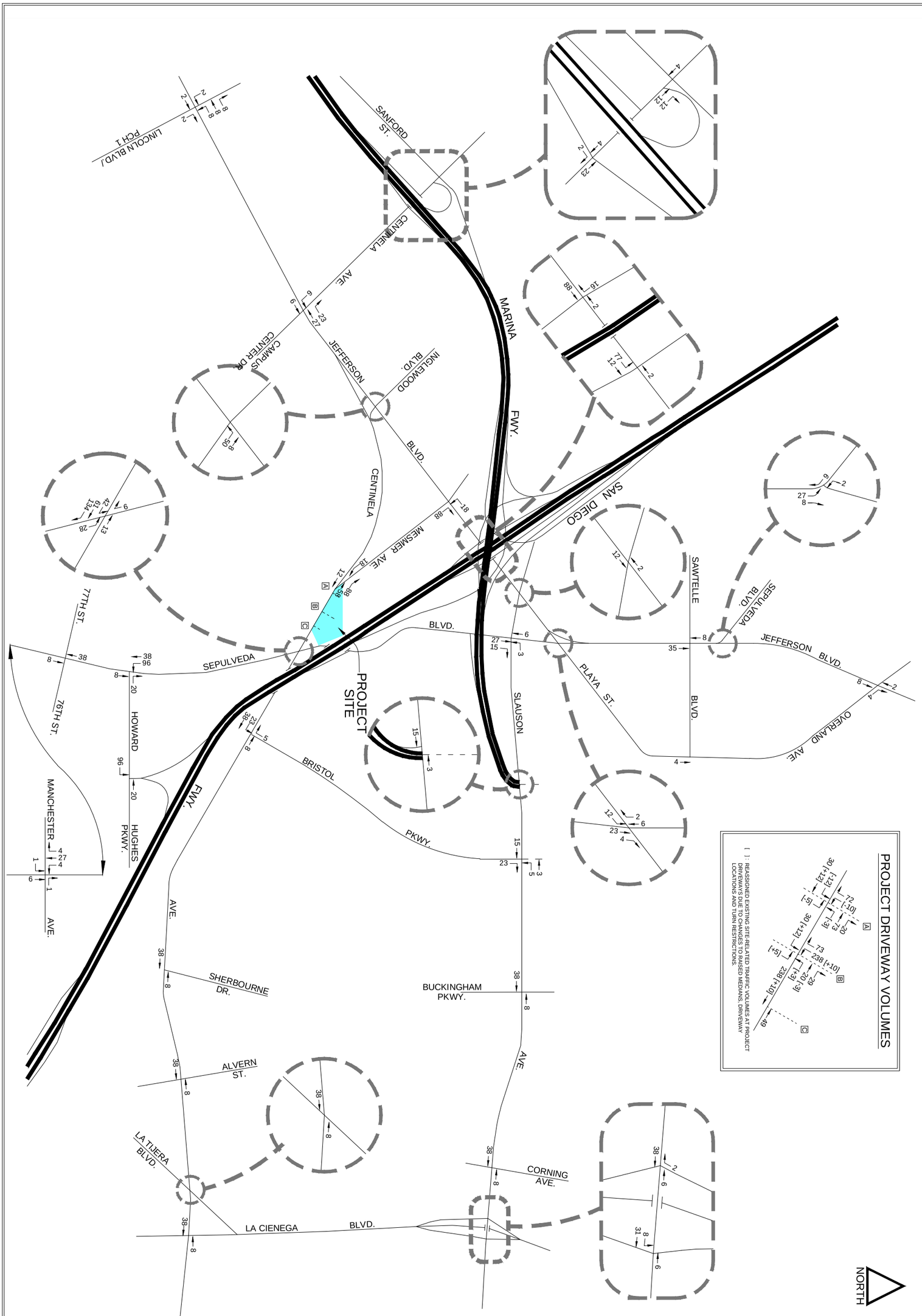

FIGURE 5(b)

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FN: EntradaII\PMPRJVOL_APR

APPROVED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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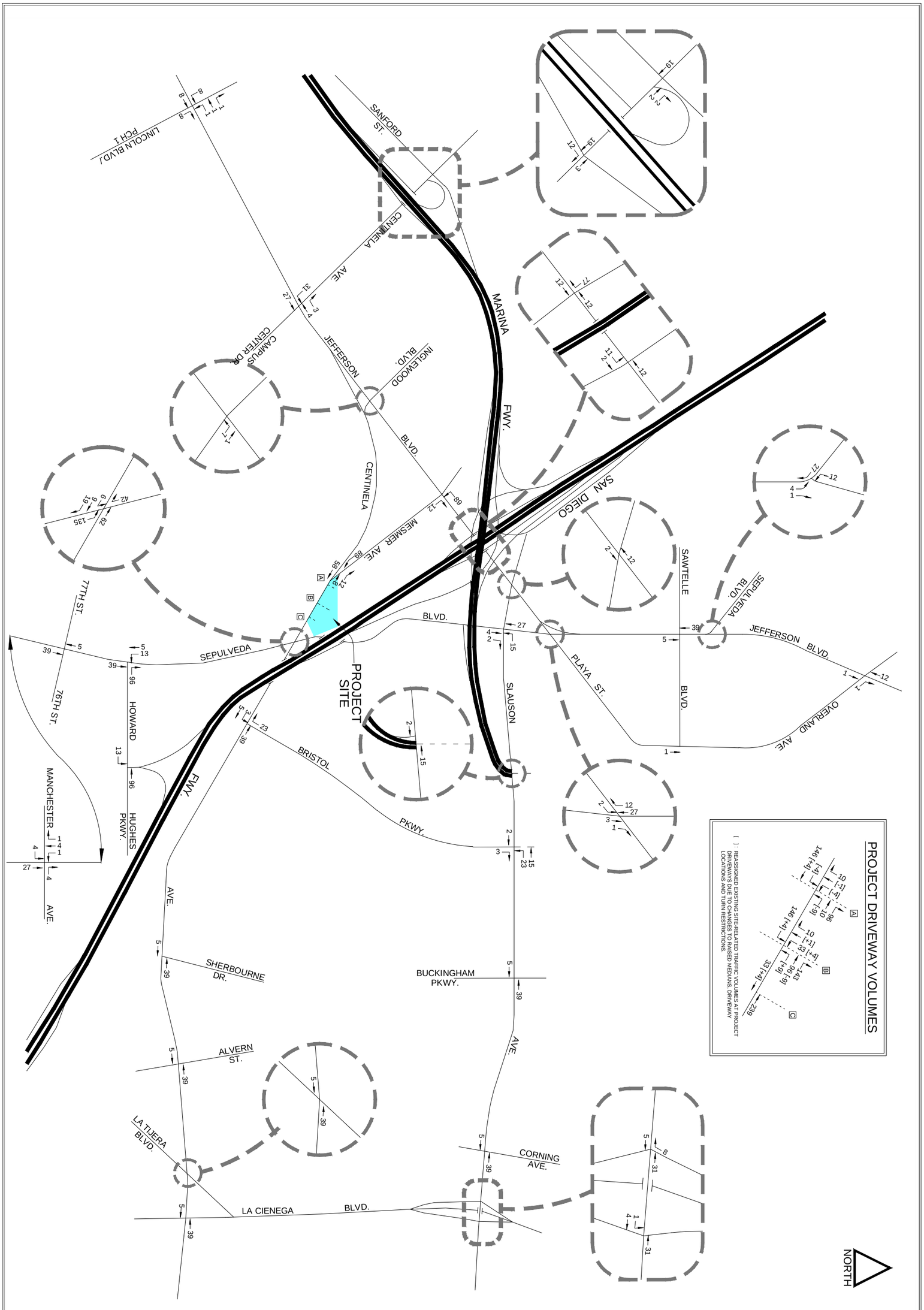

FIGURE 6(a)

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MODIFIED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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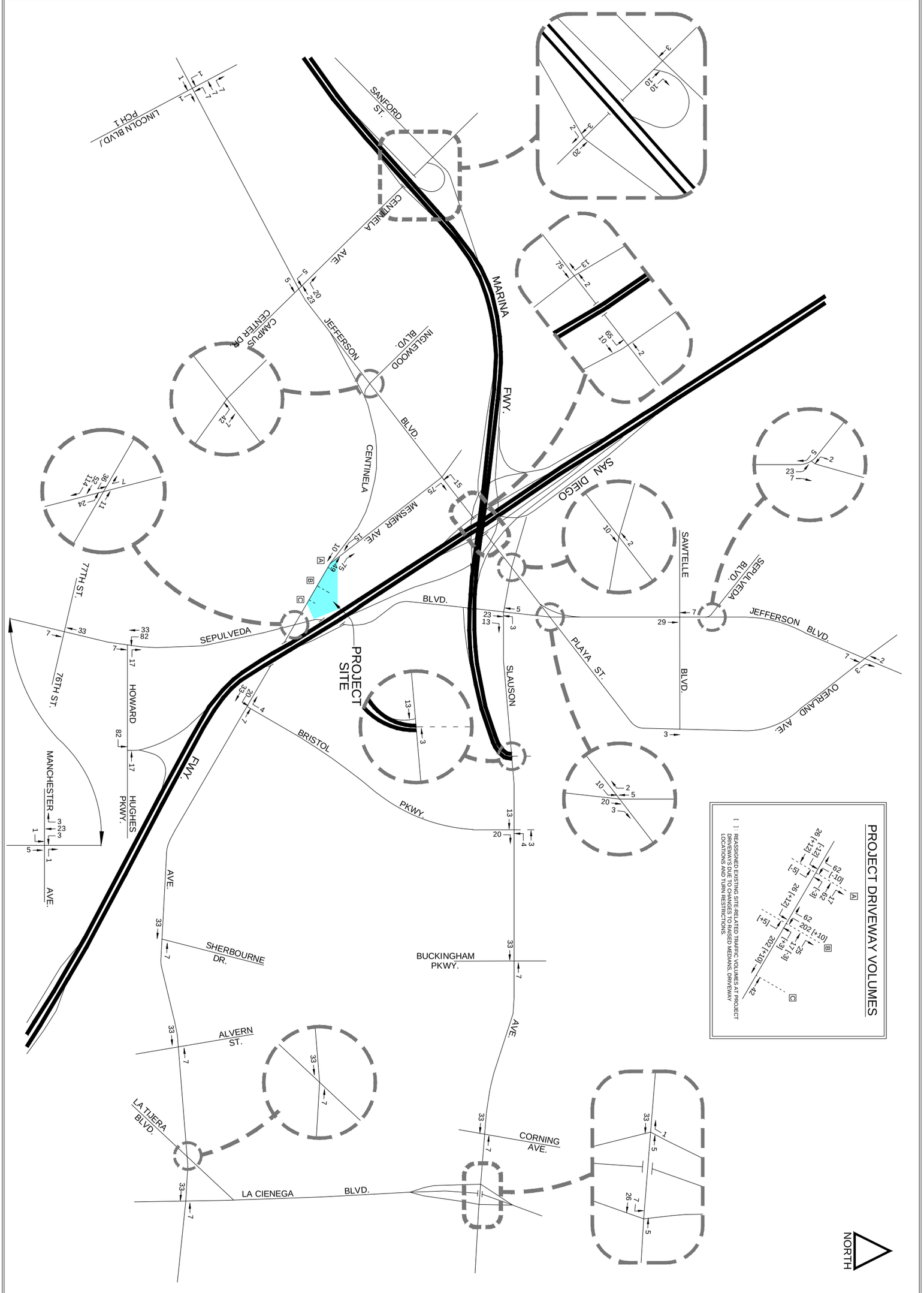

FIGURE 6(b)

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MODIFIED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Therefore, as presented in Table 7, the total parking supply for the Modified Project will be approximately 1,104 spaces, which exceeds the total requirement of 1,037 spaces by 67 spaces.

Table 7
Modified Project Parking Summary

Parking Condition	Size	Code Parking Ratio	Parking Spaces
Required Parking			
Office	270,055 sf	1.0/350 sf	772
Existing Hotel & Amenities Building*	368 rm 20,870 sf	--	265
	Total Required Parking [A]		**1,037**
Parking Supply			
On-Site Parking Structure			1,044
Off-Site Parking			60
	Total Proposed Parking Supply [B]		**1,104**
	Surplus Parking Above Requirement, [B-A]		**67**

* Per current entitlement for Hotel and amenities building.

The total parking supply for the Approved Project was greater than that of the Modified Project, given the larger office size of the Approved Project. In the Approved Project analysis, the proposed parking supply totaled 1,308 parking spaces, which would have exceeded the total requirement of 1,243 parking spaces by 65 spaces.

Direct vehicular site access will be via three driveways on Centinela Avenue. The existing westerly driveway will remain in approximately the same location, but will be reconfigured to better serve the internal roadway. The center driveway will be new, becoming the main Project and Hotel driveway. It will be signalized and replace most of the access functions of the existing main driveway. The latter driveway is approximately 220 feet east of the new center driveway

and currently signalized. This traffic signal control will be relocated to the center driveway. The configuration of the existing main driveway will be modified to meld with the Project feature improvement described below. The "With Project" driveway configurations are essentially the same as those analyzed for the Approved Project.

As a Project feature, there will be a dedication and widening of 11 feet along most of the site's Centinela Avenue frontage, and the installation of a new westbound shared through/right-turn lane that becomes a "free right-turn" lane onto Mesmer Avenue. This feature will facilitate driveway access and reduce delay to westbound traffic on Centinela Avenue. The conceptual plan showing this project feature improvement in more detail is included in Appendix F. This was also a feature of the Approved Project.

The raised median islands on Centinela Avenue will be modified and reconfigured. As part of these changes, new eastbound and westbound left-turn lanes will be installed at the intersection of the center driveway and Centinela Avenue. The eastbound left-turn lane will serve the center driveway and the westbound left-turn lane will serve a new driveway on the south side of Centinela Avenue accessing the surface parking lot. The existing driveway for this surface lot, opposite the existing main Hotel driveway, will be closed.

With the raised median changes, the westerly and easterly site driveways will be restricted to right-turn-only movements to and from Centinela Avenue. The existing surface lot driveway on the south side of Centinela Avenue, opposite the westerly driveway, will also be restricted to right-turn-only movements due to the raised median. These raised median modifications and driveway turn restrictions are the same as those considered for the Approved Project.

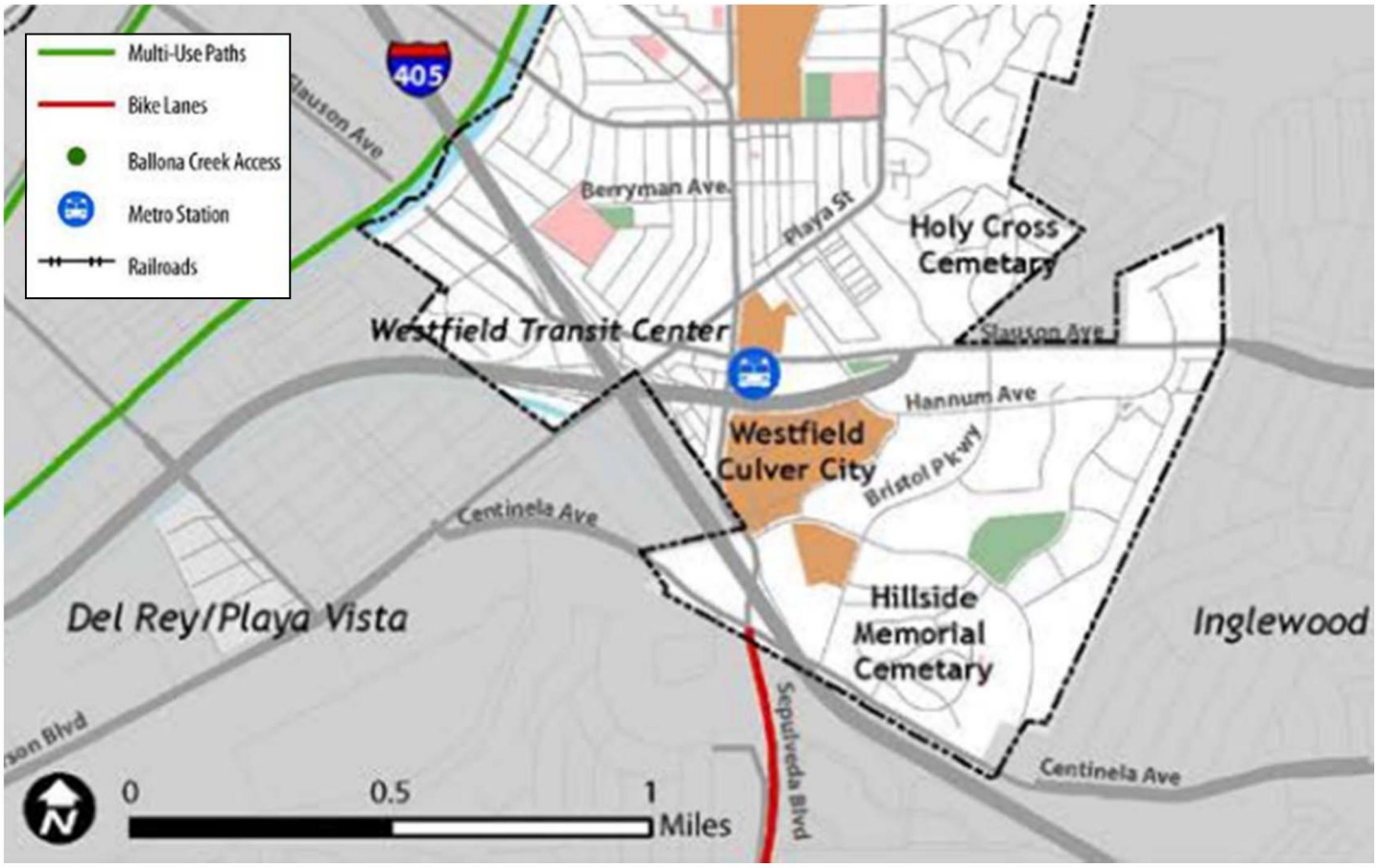
The new internal roadway system will connect to the parking structure and loading dock facilities, as well as access the drop-off areas for the Project building and the Hotel. Two entry/exit points will be provided for the parking structure. The main entry/exit point will be

located on the south side of the parking structure and connect to an extension of the center driveway. A second entry/exit point will be on the north side of the parking structure, accessed via the internal roadway along that side. Two service/loading dock areas are planned at the east and southeast ends of the parking structure. Trucks and delivery vehicles will access these facilities via the internal roadway along the north and east sides of the Project site. This internal roadway system differs from that for the Approved Project, most notably due to the addition of the roadway along the north side of the site. The parking access points have also been shifted.

Emergency fire truck access will be via the main center driveway and westerly driveway. The fire trucks will access both the Project and Hotel by utilizing the internal roadway system bounding the Project and adjacent to the east side of the Hotel. Additional fire truck access will be provided through the landscaped public area located between the Project building and the Hotel. The Modified Project will have more complete fire truck access than the Approved Project, which did not have a fire access roadway along the north side of the site.

Bicycle Access

Figure 7(a) is an exhibit showing the existing bicycle facilities per the City of Culver City Bicycle and Pedestrian Master Plan. Currently, there is no existing bicycle facility within the City of Culver near the Project site, except for a short, approximate 20 to 30-foot length along the west and east sides of Sepulveda Boulevard, south of Centinela Avenue. These short sections join the existing bike lanes to the south along Sepulveda Boulevard in the City of Los Angeles. In the future, the Master Plan proposes to install a bike route on Centinela Avenue adjacent to the Project site and on Sepulveda Boulevard north of Centinela Avenue, as illustrated on Figure 7(b). The City of Los Angeles Mobility Plan 2035 identifies Centinela Avenue northwesterly of the



(SOURCE: CULVER CITY BICYCLE AND PEDESTRIAN MASTER PLAN)

FIGURE 7(a)

6/28/2016

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EXISTING BICYCLE NETWORK

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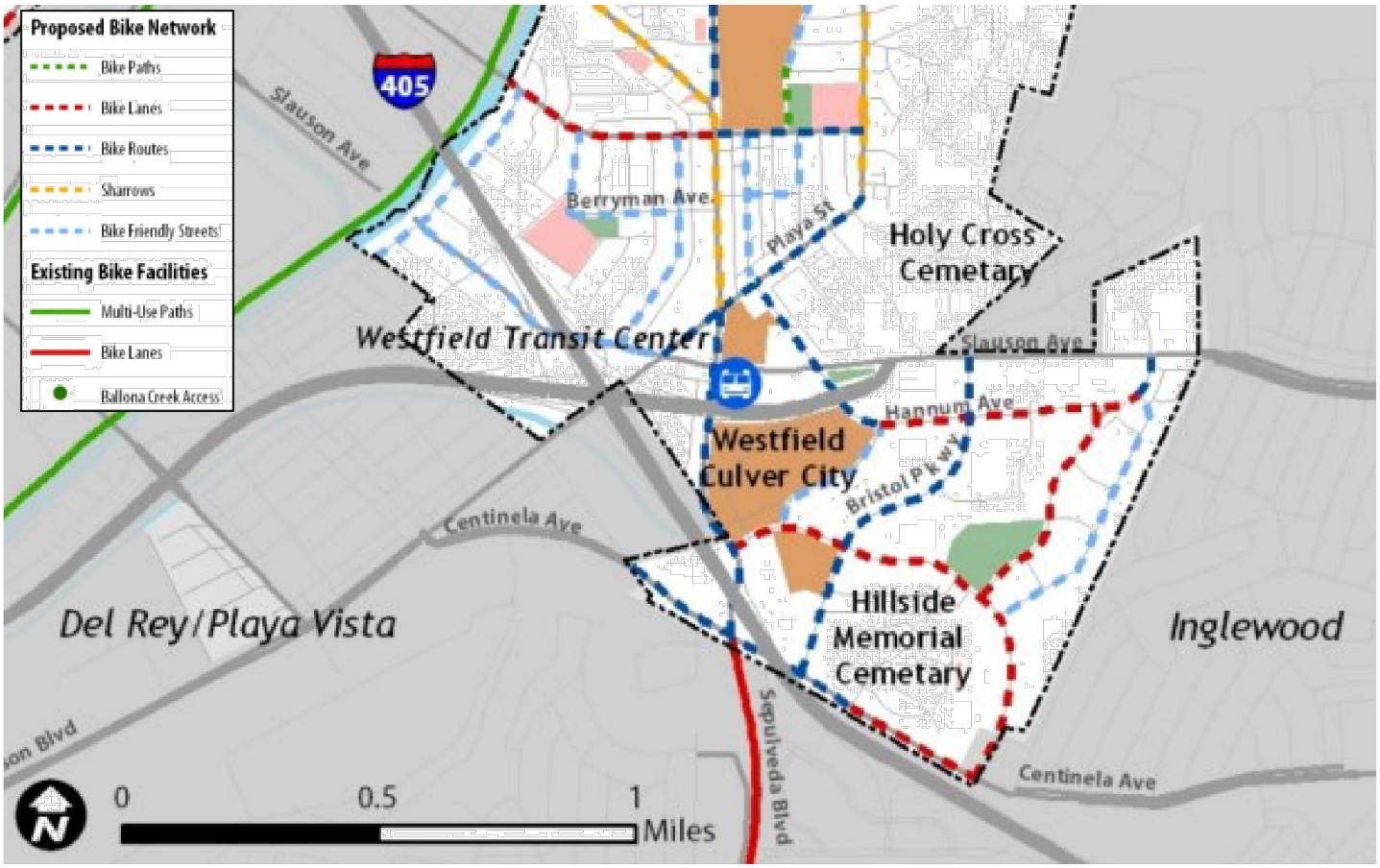

(SOURCE: CULVER CITY BICYCLE AND PEDESTRIAN MASTER PLAN)

FIGURE 7(b)

6/28/2016

FN: Entradall\CCBIKEMP

CITY OF CULVER CITY
PROPOSED BICYCLE NETWORK

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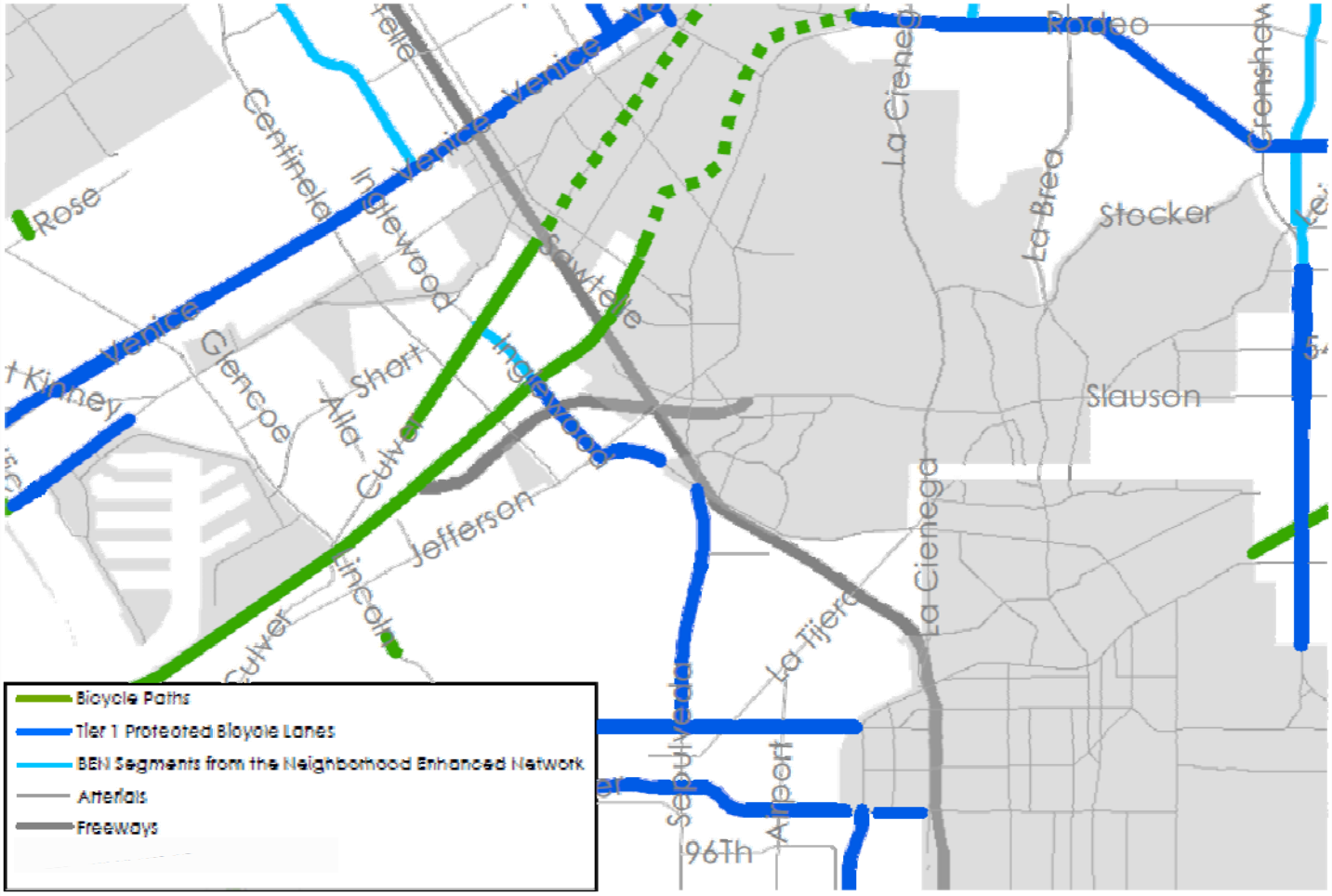
Project site and Sepulveda Boulevard south of Centinela Avenue as Tier 1 Protected Bike Lane facilities, as shown on Figure 8.

The Project access driveways on Centinela Avenue would be required to conform to Culver City standards, and would be designed to provide adequate sight distance. Street trees and other potential impediments to adequate visibility would be minimal. The main Project driveway on Centinela Avenue and its internal roadway would provide the most direct connection to and from the bicycle parking located in the Project parking structure. The intersection of the main Project driveway and Centinela Avenue would be signalized, providing enhanced safety for bicyclists accessing the Project.

Based on these considerations, the Modified Project would not affect the ability of the City of Culver City or City of Los Angeles to implement its bicycle plans or result in bicycle access impacts. Similarly, the Approved Project would not be expected to affect the ability of these Cities to implement their bicycle plans or result in bicycle access impacts.



(SOURCE: LA MOBILITY PLAN 2035)

FIGURE 8

6/28/2016

FN: Entrada\LABIKEMP

CITY OF LOS ANGELES
EXISTING/PROPOSED BICYCLE NETWORK

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EXISTING WITH PROJECT TRAFFIC CONDITIONS

The "Existing With Project" traffic conditions are defined by the traffic volumes, roadways, and intersection configurations and controls that currently exist in the year 2016, and the addition of traffic that would be generated by the Approved Project or Modified Project. The Approved Project traffic volumes, determined in the previous section and presented on Figures 5(a) and 5(b), were added to the Existing traffic volumes on Figures 3(a) and 3(b). This produced the Existing With Approved Project peak-hour volumes shown on Figures 9(a) and 9(b). Similarly, the Modified Project traffic volumes, previously depicted on Figures 6(a) and 6(b), were added to the Existing traffic volumes to develop the Existing With Modified Project peak-hour volumes shown on Figures 10(a) and 10(b). Ambient traffic growth and Related Projects traffic, and any future roadways or infrastructure improvements, were not included in these analyses, as these analyses are of the Existing condition for the year 2016.

The Existing With Approved Project volumes [Figures 9(a) and 9(b)] and Existing With Modified Project volumes [Figures 10(a) and 10(b)] were analyzed according to the CMA and HCM procedures previously discussed. These volumes were used to determine the impacts attributable to both the Approved Project and Modified Project relative to Existing volumes, the results of which are presented in Table 9(a), page 61. The LOS analysis worksheets for Existing with Approved Project and Existing With Modified Project conditions are provided in Appendix G.

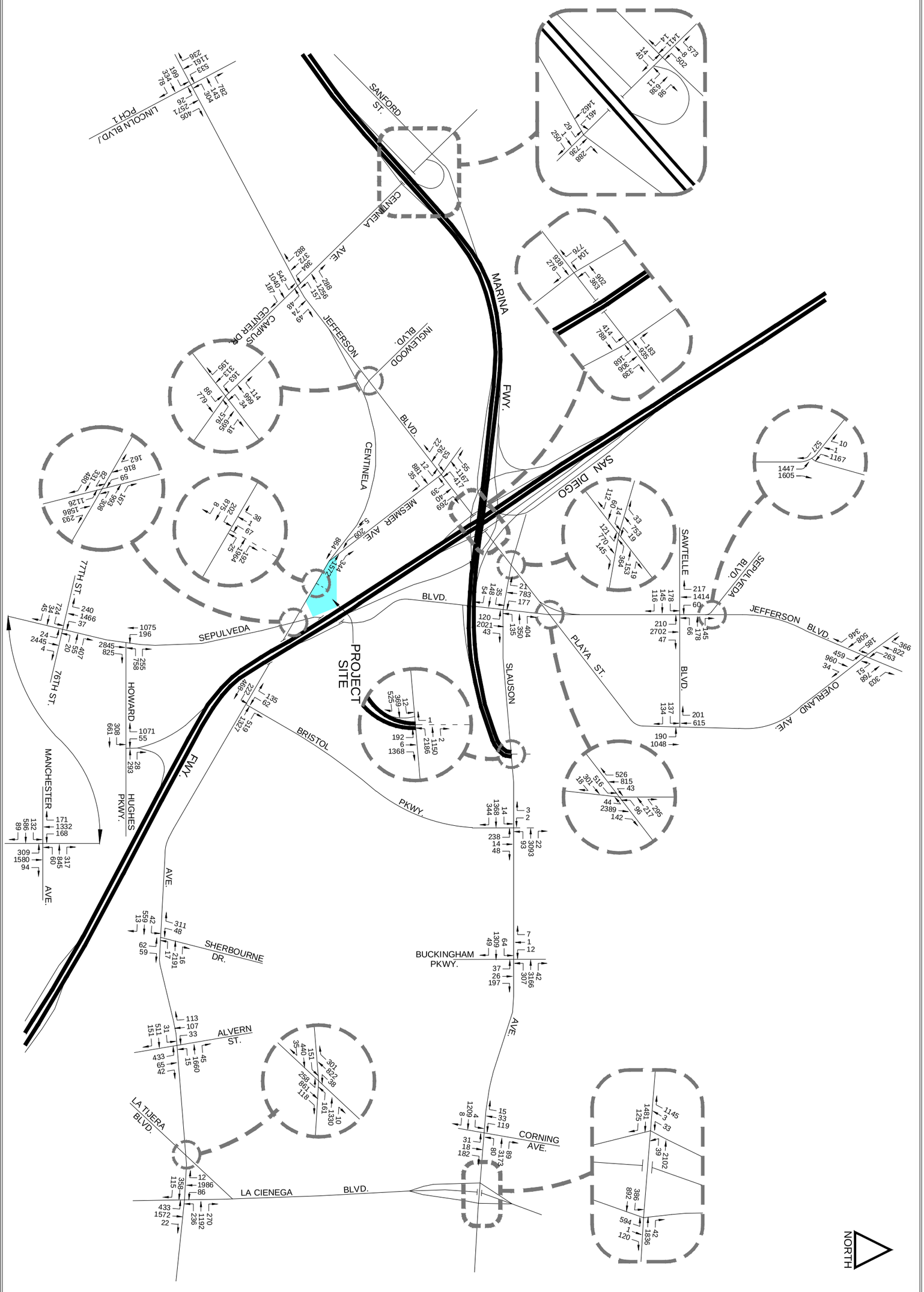

FIGURE 9(a)

6/28/2016

FN: EntradaII\AM2016WP_APR

EXISTING (2016) TRAFFIC VOLUMES
WITH APPROVED PROJECT
AM PEAK HOUR

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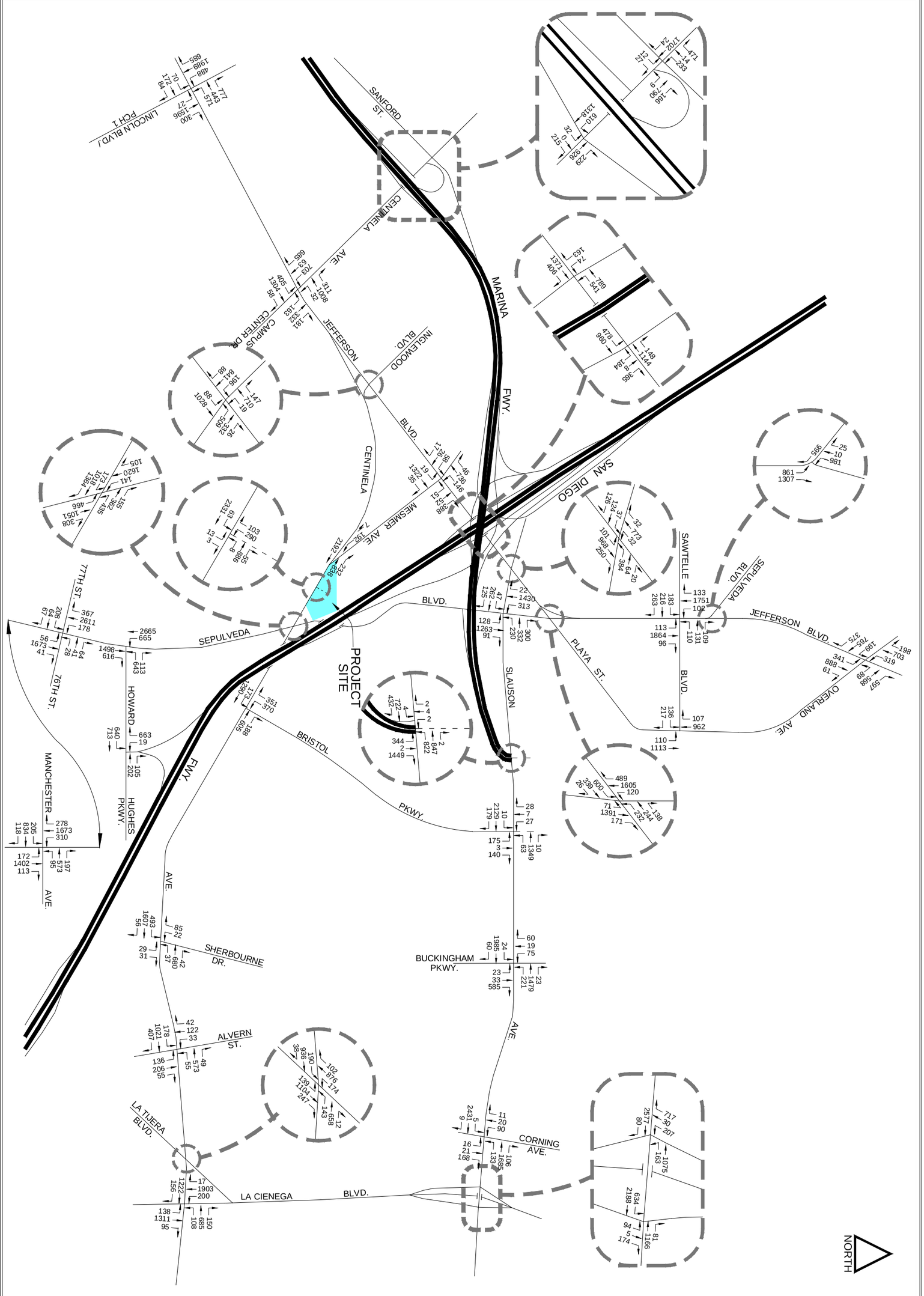

FIGURE 9(b)

6/28/2016

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EXISTING (2016) TRAFFIC VOLUMES
WITH APPROVED PROJECT
PM PEAK HOUR

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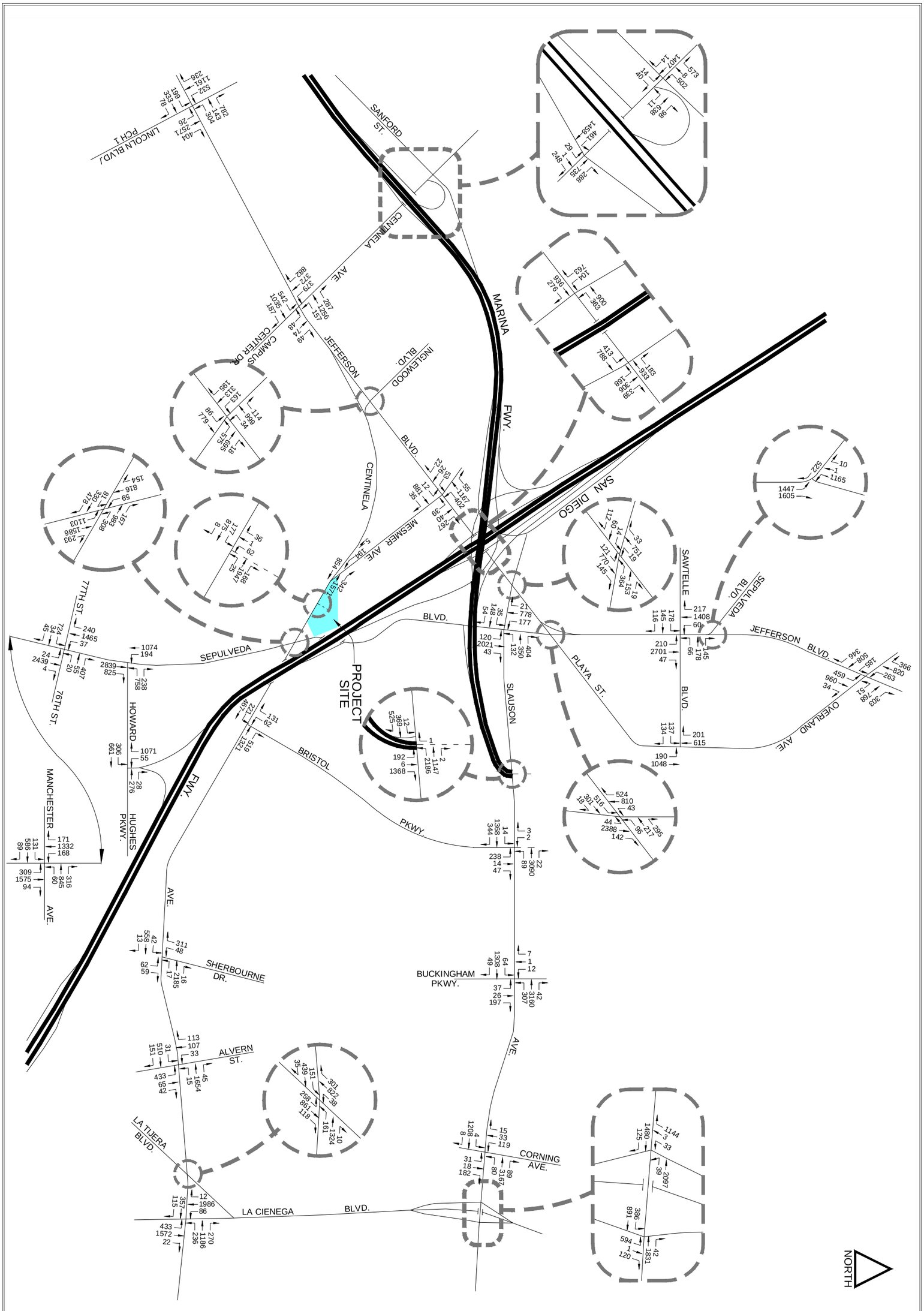

FIGURE 10(a)

6/28/2016

FN: EntradaII\AM2016WP

EXISTING (2016) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
AM PEAK HOUR

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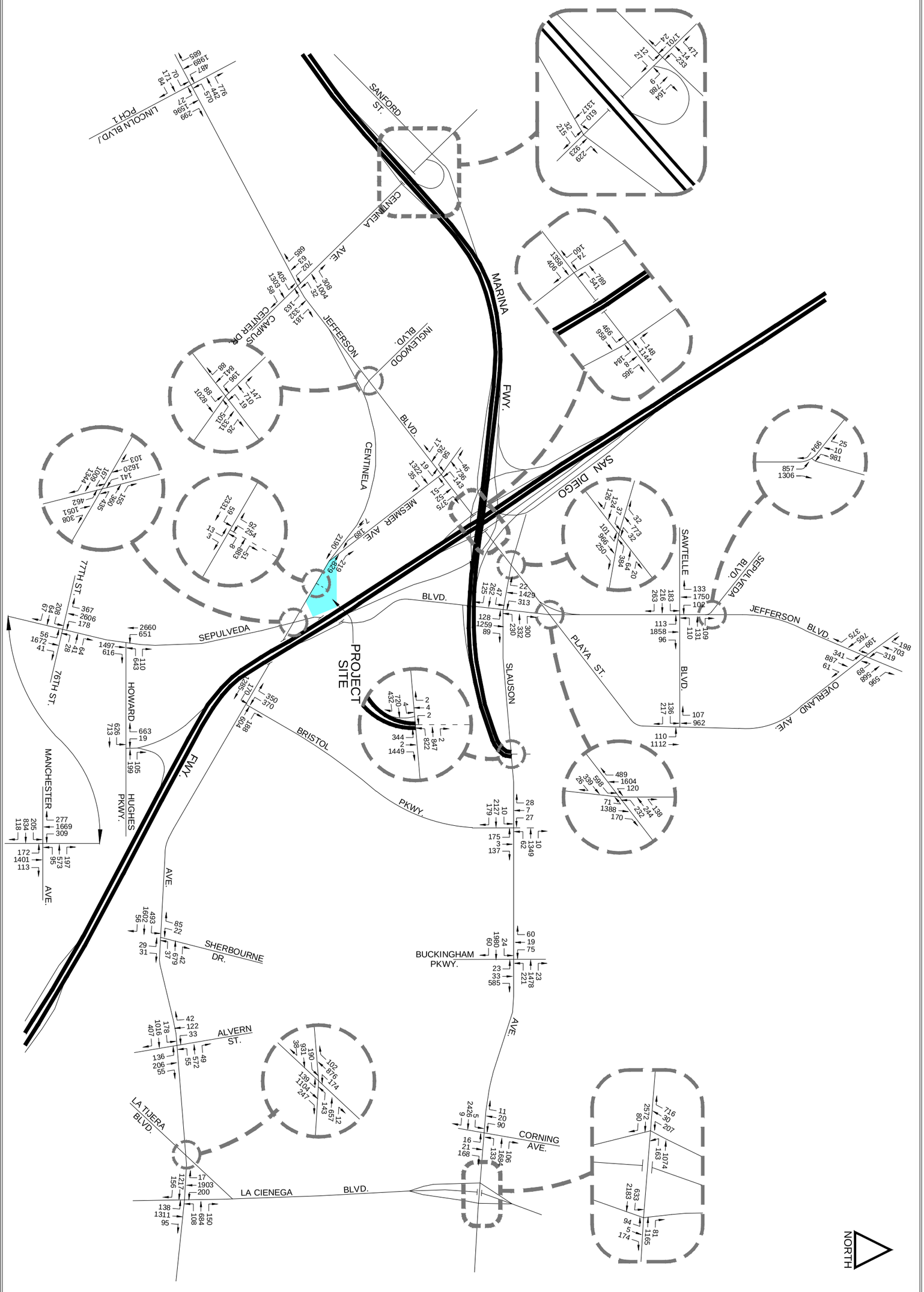

FIGURE 10(b)

6/28/2016

FN: EntradaII\PM2016WP

EXISTING (2016) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
PM PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

Other projects just completed, under construction, or planned for development in the study area – referred to as Related Projects – could add substantial amounts of traffic to the study intersections. For this reason, the analysis of future traffic conditions was expanded to include potential traffic generated by these Related Projects.

Briefly, the methodology for estimating future traffic volumes is as follows: First, existing traffic volumes at the study intersections were determined through traffic counts, as described previously. Next, an average annual traffic growth factor of 1.0 percent was applied to existing volumes to develop "baseline" volumes for the future study year. In this case, the year 2018 was selected as the future study year, which is when the Project is expected to be completed. Traffic that may be generated by Related Projects through the year 2020, two years beyond the future study year of 2018 per Culver City traffic study guidelines, was then incorporated. Finally, Project traffic was analyzed as an incremental addition to the projected future volumes.

Traffic Volume Growth

Consistent with the prior Approved Project traffic analysis and as approved by City of Culver City staff, an annual traffic growth factor of 1.0 percent was applied to account for ambient traffic growth. This growth is attributable to smaller sized potential projects, traffic generators outside the study area, and general growth in through traffic. The 1.0 percent factor was compounded and applied to the existing (2016) peak hour volumes to develop year 2018 baseline volumes.

Related Projects

In addition to ambient traffic growth, Related Projects in the study area could also contribute to traffic increases on the roadway system. Listings of potential Related Projects were obtained from the City of Culver City, City of Los Angeles, and Los Angeles County. Research was also conducted regarding recent traffic studies in the study area for additional Related Projects information.

A review of the collective information found that traffic from 22 potential Related Projects could add traffic to the study intersections. The locations of these Related Projects are shown on Figure 11. The relevant ITE and City of Los Angeles Coastal Transportation Corridor Specific Plan (CTCSP) trip generation rates and formulas are provided in Appendix C. Included in the list of Related Projects are the Playa Vista development, Howard Hughes Center development, and the Jefferson & La Cienega Project. Research was conducted to estimate what portions of the overall Playa Vista development (Playa Vista Phase I and The Village at Playa Vista [Phase II]) remain unfinished or unoccupied. For a conservative analysis, it was assumed that all of the remaining Playa Vista development would be completed by the year 2020.

The current Related Projects addresses and descriptions, along with their estimated trip generations, are presented in Table 8. These trips were distributed and assigned using similar assumptions and rationale as applied to Project traffic. In the case where environmental documents were available, the potential Related Projects trips were directly taken from those sources, as noted.

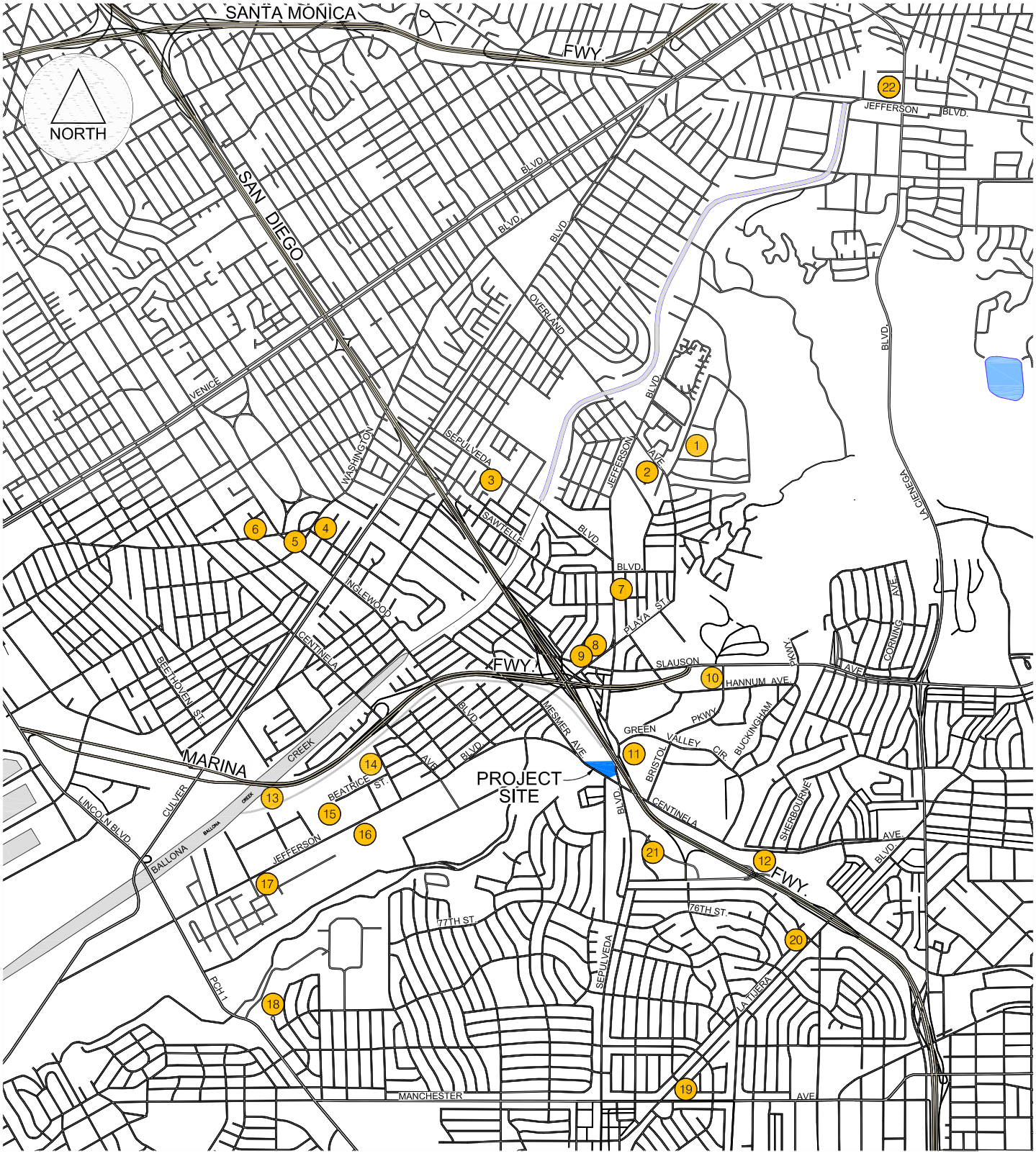

FIGURE 11

6/28/2016

FN: EntradaII\RELPROJS

RELATED PROJECTS LOCATION MAP

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Table 8
Related Projects Descriptions and Trip Generations

MAP NO.	PROJECT NAME	ADDRESS	SIZE		PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
					CITY OF CULVER CITY							
1.	West Los Angeles College Master Plan[1]	9000 Overland Avenue	11,675	stu	Enrollment Increase	2,186	119	34	153	70	59	129
2.	Jesuit Novitiate[2]	10755 Deshire Place	36	bd	Dormitory	126	4	8	12	7	6	13
			1,660	sf	Chapel	15	1	0	1	0	1	1
						141	5	8	13	7	7	14
3.	Harbor Freight[3]	4545 Sepulveda Boulevard	28,534	sf	Retail	1,218	17	10	27	51	55	106
4.	Culver City Christian School[3]	11828 Washington Boulevard	128	stu	School	317	63	52	115	36	41	77
5.	Pennylane Mixed Use[3]	11924 Washington Boulevard	3,750	sf	Restaurant	477	23	18	41	1	1	2
			11,250	sf	Retail	480	7	4	11	67	44	111
			98	du	Apartment	652	10	40	50	10	51	61
			(26,445)	sf	Office/Commercial (to be removed)	(478)	(58)	(8)	(66)	(18)	(90)	(108)
						1,131	(18)	54	36	60	6	66
6.	The Help Group[3]	12095-12101 Washington Boulevard	50	stu	Enrollment Increase	124	25	20	45	14	16	30
7.	Retail/Office Project[3]	5450 Sepulveda Boulevard	14,800	sf	Retail	632	9	5	14	26	29	55
					Office							
8.	Orchard Supply Hardware[3]	11441 Jefferson Boulevard	36,359	sf	Home Improvement	1,118	31	23	54	42	43	85
			(19,507)	sf	Office Supply Store (to be removed)	(600)	(17)	(12)	(29)	(35)	(31)	(66)
			(5,139)	sf	Paint Store (to be removed)	(264)	(3)	(3)	(6)	(12)	(13)	(25)
						254	11	8	19	(5)	(1)	(6)
9.	Hotel Jefferson[3]	11469 Jefferson Boulevard	200	rm	Hotel	1,634	63	43	106	61	59	120
			(13,301)	sf	Shopping Center/Commercial (to be removed)	(442)	(8)	(4)	(12)	(12)	(15)	(27)
						1,192	55	39	94	49	44	93
10.	Office & Retail Building[4]	700-701 Corporate Pointe	281,400	sf	Office	2,880	385	53	438	67	327	394
11.	Extended Stay Hotel[3]	5990 Green Valley Circle	185	rm	Hotel	1,511	58	40	98	57	54	111
12.	Airport Marina Ford[5]	6002 Centinela Avenue	27,568	sf	Automobile Care Center	654	41	21	62	41	45	86
					CITY OF LOS ANGELES							
13.	Marina Island[5]	5000 Beethoven	156	du	Apartment	1,363	43	74	117	89	85	174
			33,484	sf	Office							
14.	Office Project[5]	12575 Beatrice Street	250,000	sf	Office	2,504	311	43	354	74	361	435
			(23,000)	sf	Office (to be removed)							
15.	Office Project[5]	12777 W. Jefferson Boulevard	49,950	sf	Office Expansion	550	68	9	77	17	83	100
16.	The Village at Playa Vista (Phase II)[6]	s/o Jefferson Boulevard/Westlawn Avenue	1,700	du	Residential	9,962	127	621	748	615	303	918
			100	du	Senior Assisted Living	344	7	13	20	11	9	20
						10,306	134	634	768	626	312	938

Table 8 (cont.)
Related Projects Descriptions and Trip Generations

MAP NO.	PROJECT NAME	ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
				CITY OF LOS ANGELES							
17.	Playa Vista Phase I[7]	Jefferson Boulevard, between Lincoln	1,000,000 sf	Office	12,977	1,640	223	1,863	297	1,446	1,743
		Boulevard & Centinela Avenue	1,000,000 sf	Staging Support	4,140	140	60	200	60	260	320
					17,117	1,780	283	2,063	357	1,706	2,063
18.	LMU Master Plan[8]	1 LMU Drive	7,800 stu	Enrollment	635	29	8	37	20	44	64
19.	Charter Middle School[5]	8540 S. La Tijera Boulevard	525 stu	Middle School	868	173	142	315	99	111	210
20.	Mixed-Use Project[5]	7407 S. La Tijera Boulevard	140 du	Apartment	799	10	55	65	57	26	83
			2,600 sf	Retail							
21.	Howard Hughes Center[9]	6801 Center Drive	600 du	Apartment	3,990	61	245	306	273	147	420
			488,659 sf	Remaining development potential	4,380	599	82	681	166	811	977
					8,370	660	327	987	439	958	1,397
22.	Jefferson and La Cienega Project[10]	3321, 3351 S. La Cienega Boulevard	1,218 du	Apartment	10,136	319	419	738	467	382	849
			200,000 sf	Office							
			50,000 sf	Supermarket							
			30,000 sf	Retail							
			20,000 sf	Restaurant							
			(20,000) sf	Light Industrial (to be removed)							
			(43,313) sf	Office (to be removed)							

Notes:

1. *Trip Generation Study West Los Angeles College 2009 Facilities Master Plan* (Fehr & Peers, 4/2009). Estimated 25% of the total trip generation would occur as of the future condition scenarios.
2. Trip generation for the dormitory use was based on the *Traffic Impact Study for the Fuller Theological Seminary Master Development Plan* (Crain & Associates, 9/2005). The Chapel trip generation based off of ITE Trip Generation Manual, 9th Edition.
3. ITE Trip Generation Manual, 9th Edition.
4. *Traffic Impact Study for C3 Creative Office Development Project* (Crown City Engineers, Inc., 8/2014).
5. Trip generation from LADOT database.
6. Trip generation derived from the *Playa Vista Traffic Impact Assessment Culver City Agreement-Third Amendment* (Kaku Associates, 5/2002). Trip generation has been reduced since a proportion of the project has been completed and occupied.
7. Trip generation derived from the Village at Playa Vista Transportation Plan (Kaku Associates, 7/2003). Trip generation has been reduced since a proportion of the project has been completed and occupied.
8. Trip generation from LADOT database. Estimated 25% of the total trip generation would occur as of the future condition scenarios.
9. Trip generation from Third Amendment to Development Agreement for Howard Hughes Center, 2011.
10. *Traffic Impact Study for Jefferson and La Cienega Project* (Gibson Transportation Consulting, 7/2015).

Future Highway Improvements

There is only one major highway system improvement currently under way or planned in the Project vicinity. The City of Los Angeles is in the process of implementing physical improvements at the intersection of Centinela Avenue/La Tijera Boulevard. The improvements include the addition of a second left-turn lane on both the Centinela eastbound and westbound approaches, as well as the conversion of the La Tijera southbound shared through/right-turn lane to a right-turn only lane. Following the changes, the intersection's eastbound and westbound approaches would consist of dual left-turn lanes, two through lanes, and a shared through/right-turn lane. The southbound approach would consist of a left-turn lane, two through travel lanes, and a right-turn only lane. Southbound right-turn overlap phasing would also be added to the traffic signal, so that southbound right-turns can be made concurrently with eastbound left-turns. These improvements are expected to be in place by the future study year of 2018.

The future highway improvements included in the 2007 Approved Project traffic analysis were items such as ATSAC-like signal enhancements within the City of Culver City and ATCS signal upgrades in the City of Los Angeles associated with the Playa Vista development. No such future enhancements were identified for implementation for the present analysis.

Analysis of Existing (2016) and Future (2018) Traffic Conditions

The analysis of the future year 2018 traffic conditions in the study area was performed using the same CMA and HCM procedures described previously. Except for the intersection improvements described above, the existing roadway system conditions were assumed to remain unchanged through 2018.

Accordingly, future traffic volumes for the analysis were developed as follows:

- As previously discussed, future "Without Project" traffic volumes for the year 2018 were determined by combining existing traffic volumes, ambient growth-factored volumes and traffic expected to be generated by Related Projects in the surrounding area. The resulting future AM and PM peak hour intersection volumes are provided on Figures 12(a) and 12(b). These are the "benchmark" volumes used for the "Without Project" case at each of the study intersections.

- These projected traffic volumes represent a conservative condition due to several factors: some Related Projects may not be built as described or within the study time frame; some Related Projects may implement trip reduction measures; transit usage may increase; and the effects of trip linkages have not been credited.

Traffic volumes generated by the Approved Project were then added to the future "Without Project" volumes to form the basis for the future "With Approved Project" traffic analysis, and to determine the traffic impacts directly attributable to the Approved Project. Figures 13(a) and 13(b) show the future "With Approved Project" volumes for the AM and PM peak hours, respectively. Correspondingly, Modified Project traffic volumes were added to the future "Without Project" volumes to develop the future "With Modified Project" traffic volumes and determine the traffic impacts directly attributable to the Modified Project. The future "With Modified Project" peak-hour traffic volumes are depicted on Figures 14(a) and 14(b).

The results of the analysis of existing traffic conditions, without and with both the Approved Project and the Modified Project, are contained in Table 9(a). As shown, following the addition of Approved Project traffic to existing conditions and based on the CMA methodology, 25 of the 33 study intersections would continue to operate at LOS D or better during both peak hours. The remaining eight study intersections would continue to operate at LOS E or F during one or both peak hours. Following the addition of Modified Project traffic to existing conditions, the

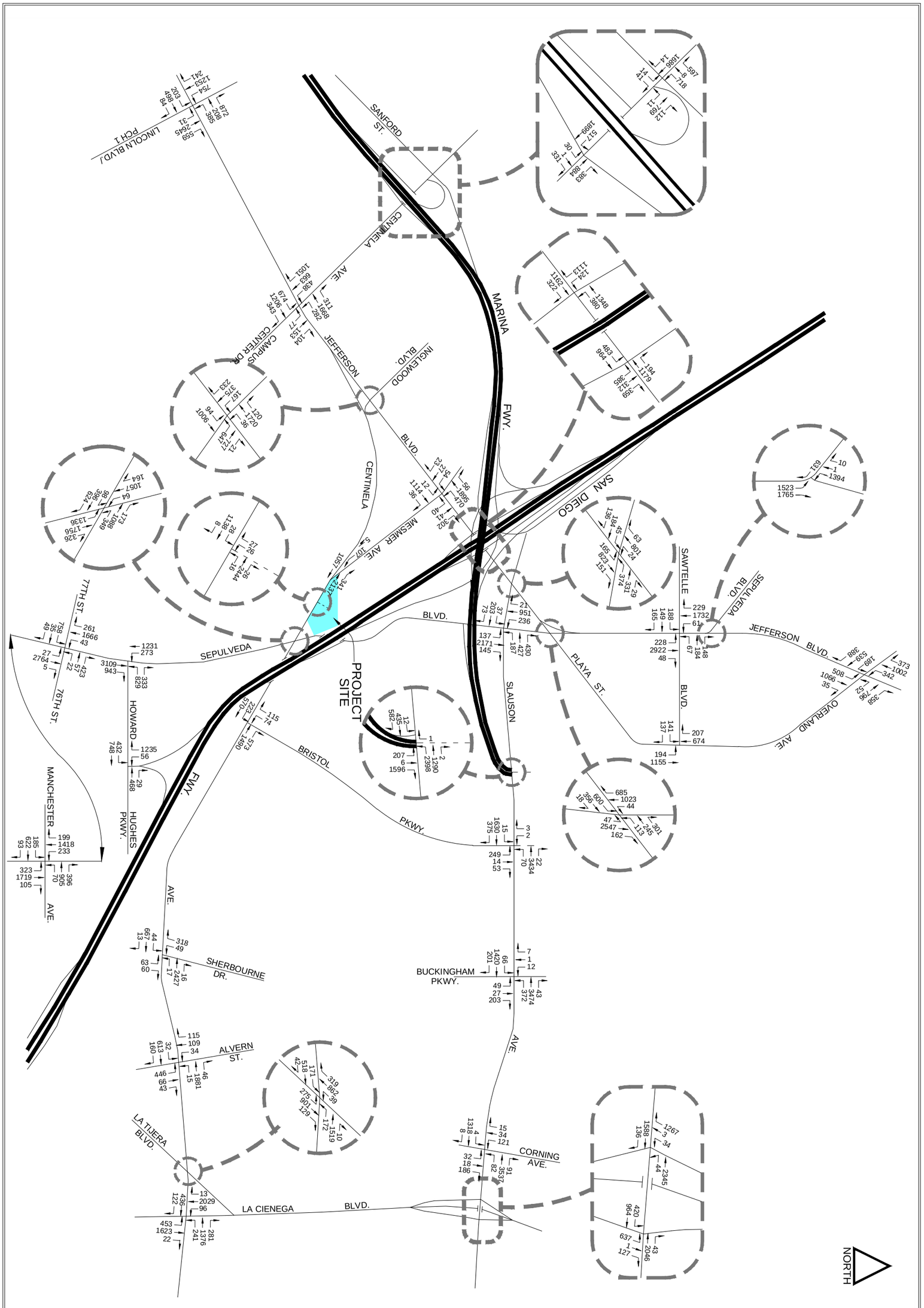

FIGURE 12(a)

6/28/2016

FN: EntradaII\AM2018WO

FUTURE (2018) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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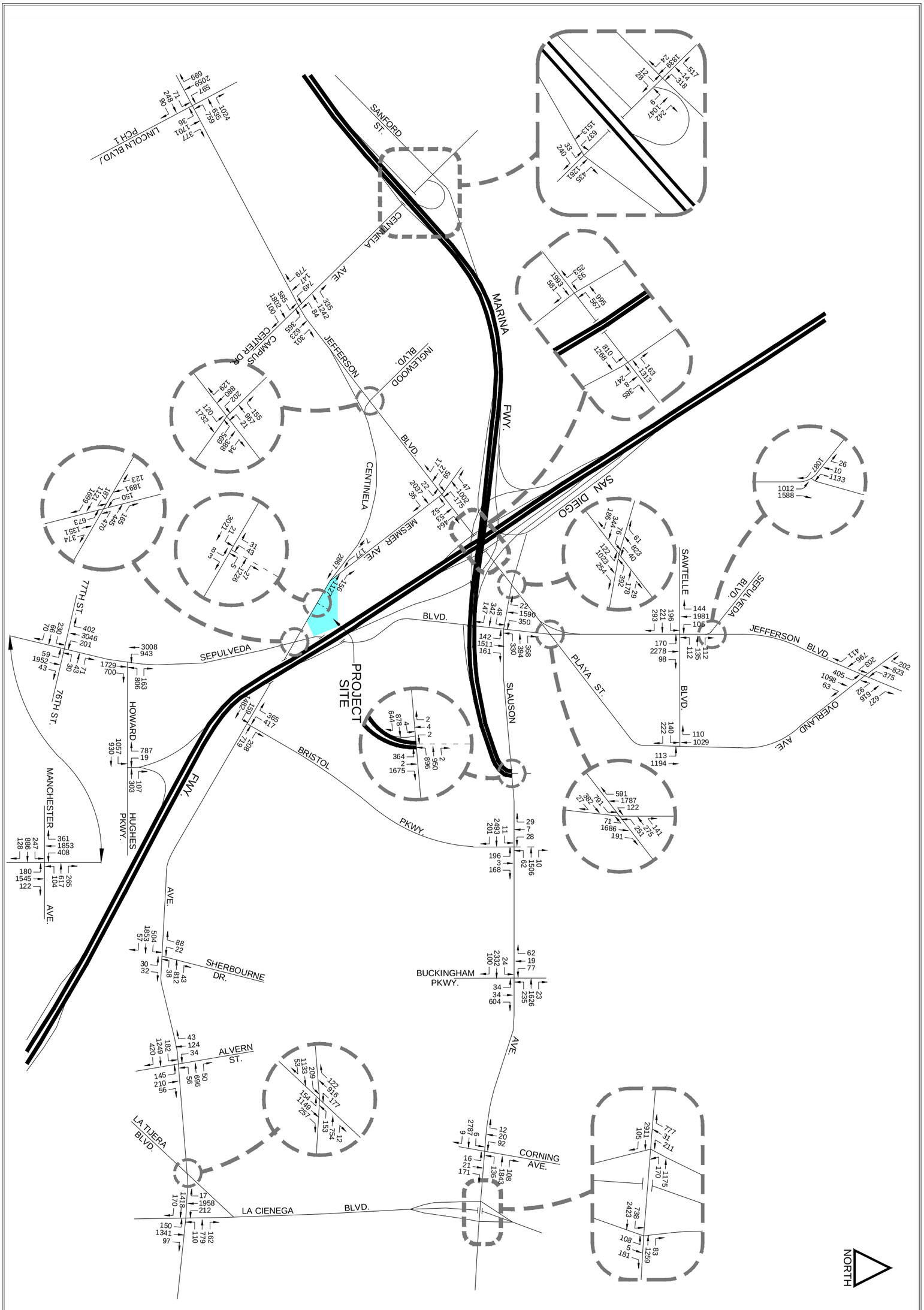

FIGURE 12(b)

6/28/2016

FN: EntradaII\PM2018WO

FUTURE (2018) TRAFFIC VOLUMES
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PM PEAK HOUR

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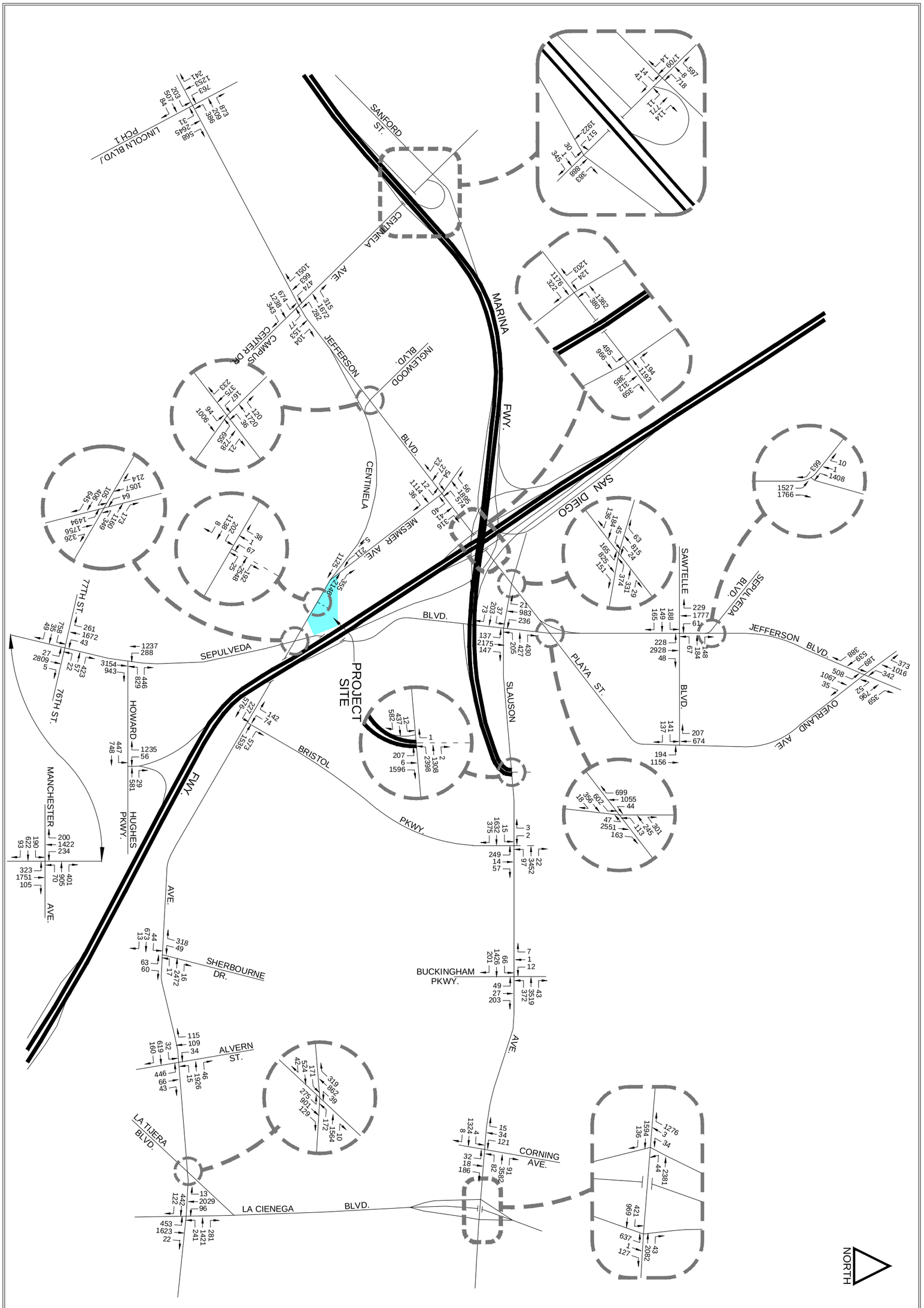

FIGURE 13(a)

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FUTURE (2018) TRAFFIC VOLUMES
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AM PEAK HOUR

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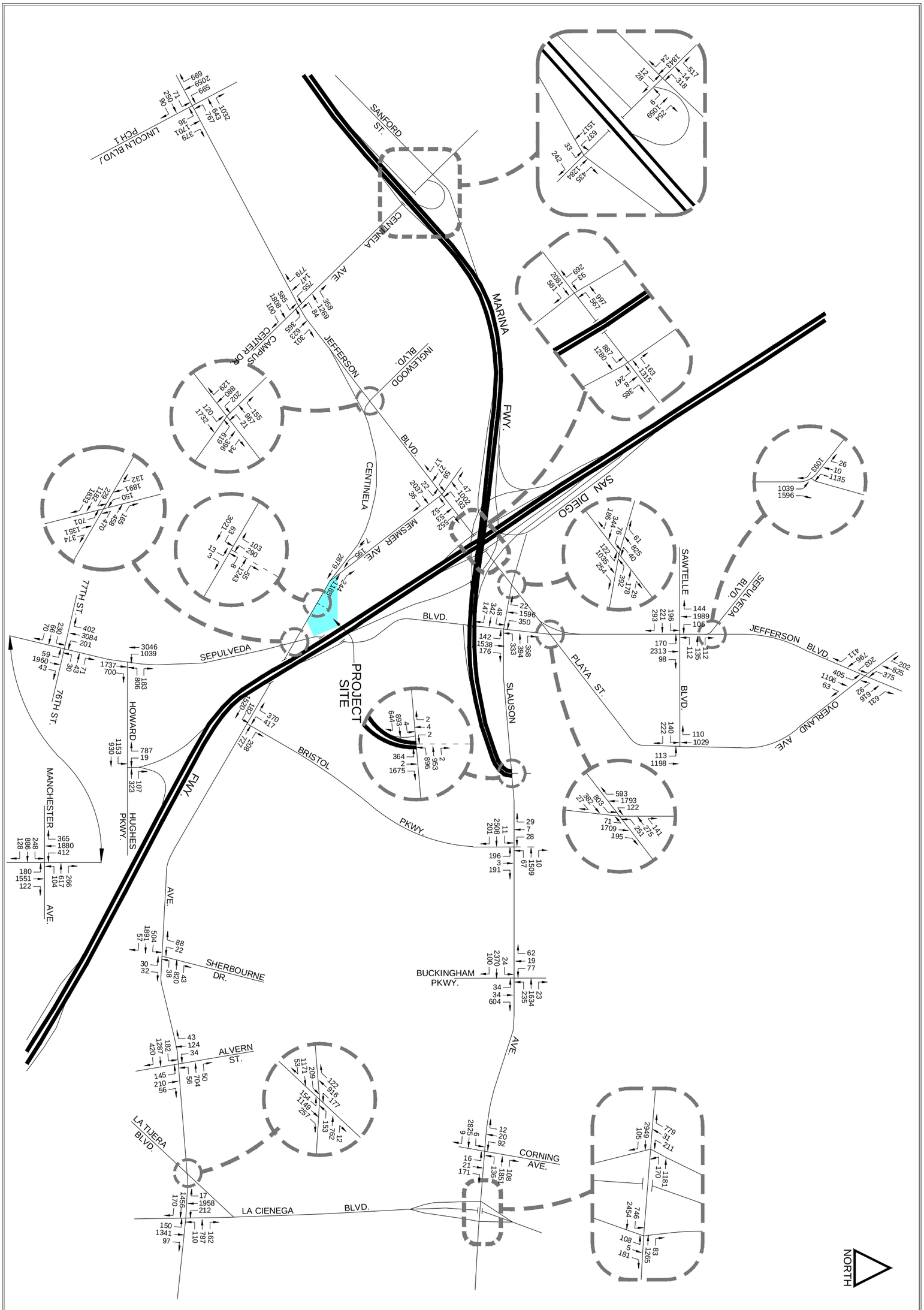

FIGURE 13(b)

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FUTURE (2018) TRAFFIC VOLUMES
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PM PEAK HOUR

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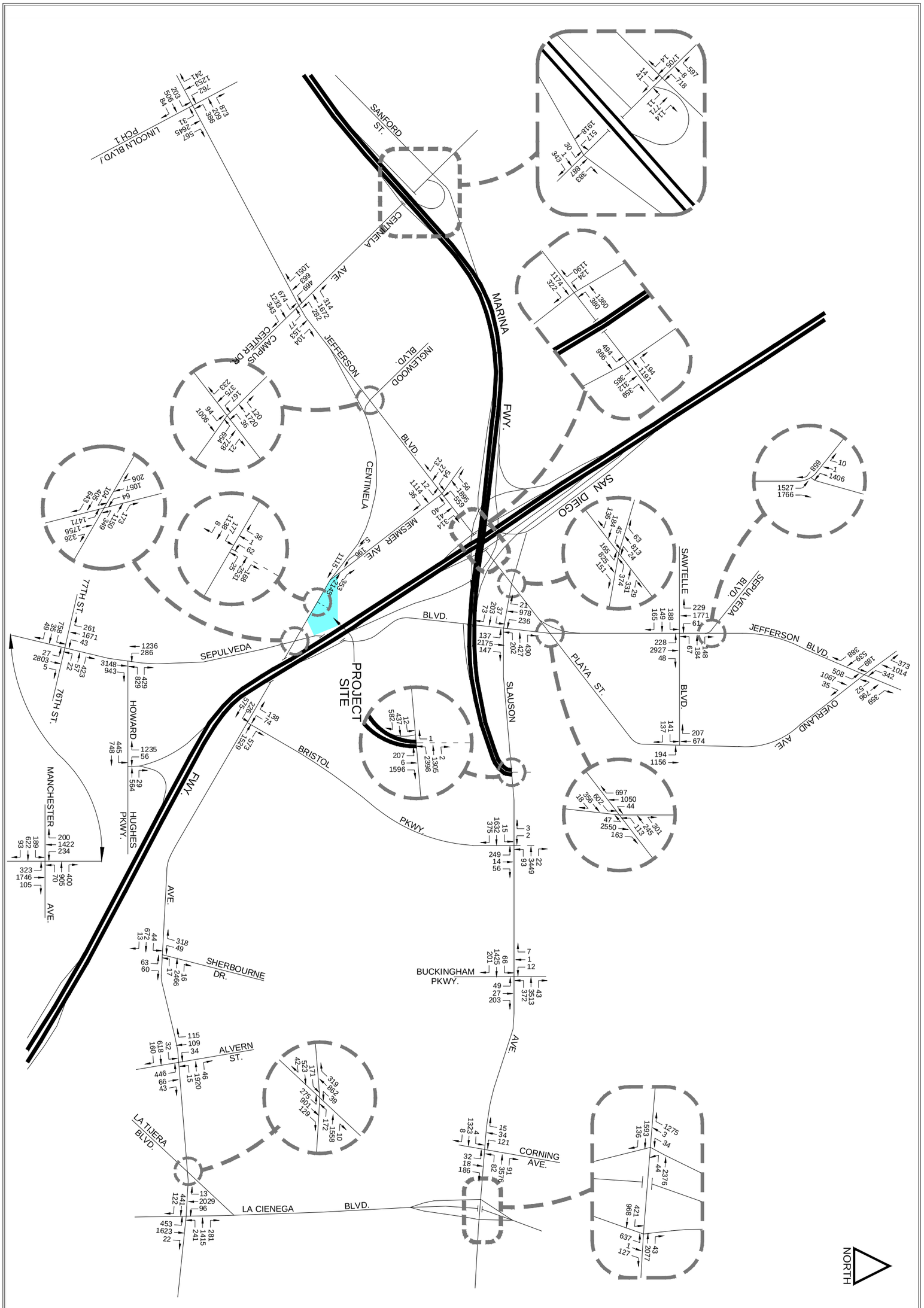

FIGURE 14(a)

6/28/2016

FN: EntradaII\AM2018WP

FUTURE (2018) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
AM PEAK HOUR

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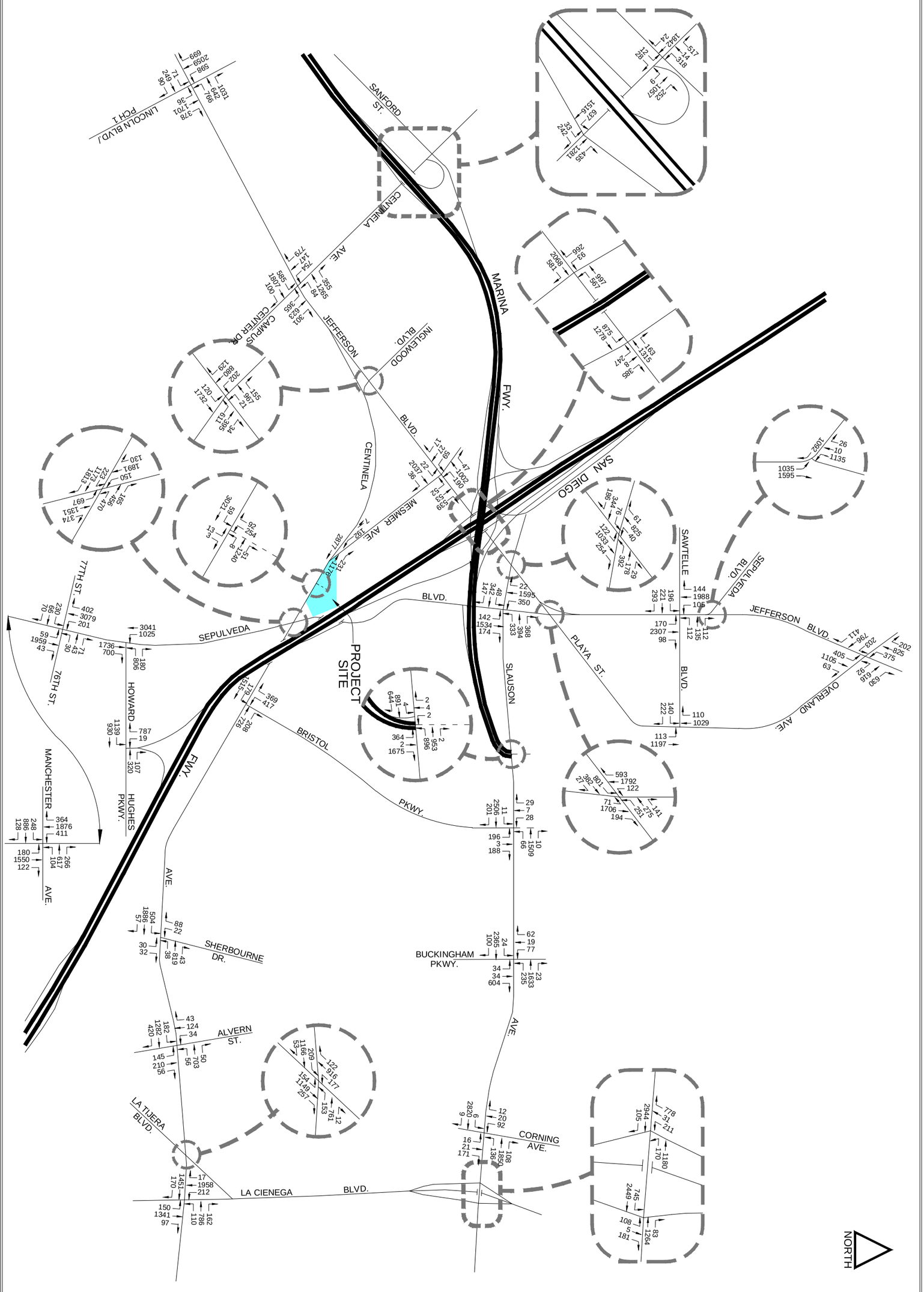

FIGURE 14(b)

6/28/2016

FN: EntradaII\PM2018WP

FUTURE (2018) TRAFFIC VOLUMES
WITH MODIFIED PROJECT
PM PEAK HOUR

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Table 9(a)

CMA/HCM and Level of Service Summary
Existing (2016) Without and With Approved Project and Modified Project Conditions

No.	Intersection	Peak Hour	Existing		Existing With Approved Project				Existing With Modified Project			
			CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
1	JEFFERSON BLVD. &	AM	0.821	D	0.826	D	0.005	No	0.825	D	0.004	No
	OVERLAND AVE.	PM	0.848	D	0.854	D	0.006	No	0.853	D	0.005	No
2	JEFFERSON BLVD. (N.) &	AM	0.726	C	0.731	C	0.005	No	0.730	C	0.004	No
	SEPULVEDA BLVD.	PM	0.581	A	0.585	A	0.004	No	0.585	A	0.004	No
3	SAWTELLE BLVD. &	AM	0.692	B	0.698	B	0.006	No	0.696	B	0.004	No
	SEPULVEDA BLVD.	PM	0.677	B	0.679	B	0.002	No	0.679	B	0.002	No
4	SAWTELLE BLVD. &	AM	0.735	C	0.735	C	0.000	No	0.735	C	0.000	No
	OVERLAND AVE.	PM	0.861	D	0.861	D	0.000	No	0.861	D	0.000	No
		AM	37.9	E	38.0	E	0.1		38.0	E	0.1	
		PM	78.1	F	78.7	F	0.6		78.5	F	0.4	
5	JEFFERSON BLVD. (S.) &	AM	0.978	E	0.980	E	0.002	No	0.979	E	0.001	No
	SEPULVEDA BLVD.	PM	0.725	C	0.737	C	0.012	No	0.734	C	0.009	No
6	SLAUSON AVE. &	AM	0.394	A	0.398	A	0.004	No	0.397	A	0.003	No
	JEFFERSON BLVD.	PM	0.442	A	0.442	A	0.000	No	0.442	A	0.000	No
7	SLAUSON AVE. &	AM	0.748	C	0.750	C	0.002	No	0.750	C	0.002	No
	SEPULVEDA BLVD.	PM	0.560	A	0.570	A	0.010	No	0.569	A	0.009	No
8	SLAUSON AVE. &	AM	0.673	B	0.675	B	0.002	No	0.675	B	0.002	No
	RTE. 90	PM	0.633	B	0.637	B	0.004	No	0.635	B	0.002	No
9	SLAUSON AVE. &	AM	0.788	C	0.793	C	0.005	No	0.791	C	0.003	No
	BRISTOL PKWY.	PM	0.558	A	0.563	A	0.005	No	0.562	A	0.004	No
10	SLAUSON AVE. &	AM	0.722	C	0.732	C	0.010	No	0.731	C	0.009	No
	BUCKINGHAM PKWY.	PM	0.698	B	0.707	C	0.009	No	0.705	C	0.007	No
11	SLAUSON AVE. &	AM	0.979	E	0.989	E	0.010	**Yes**	0.988	E	0.009	No
	CORNING AVE. [2]	PM	0.851	D	0.860	D	0.009	No	0.859	D	0.008	No
12	SLAUSON AVE. &	AM	0.884	D	0.895	D	0.011	No	0.893	D	0.009	No
	LA CIENEGA SB RAMPS [2]	PM	0.743	C	0.749	C	0.006	No	0.748	C	0.005	No

Table 9(a) (cont.)

CMA/HCM and Level of Service Summary

Existing (2016) Without and With Approved Project and Modified Project Conditions

No.	Intersection	Peak Hour	Existing		Existing With Approved Project				Existing With Modified Project			
			CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
13	SLAUSON AVE. &	AM	0.674	B	0.680	B	0.006	No	0.679	B	0.005	No
	LA CIENEGA NB RAMPS [2]	PM	0.627	B	0.634	B	0.007	No	0.633	B	0.006	No
14	JEFFERSON BLVD. &	AM	0.753	C	0.762	C	0.009	No	0.760	C	0.007	No
	I-405 NB RAMPS	PM	0.614	B	0.644	B	0.030	No	0.639	B	0.025	No
15	JEFFERSON BLVD. &	AM	0.499	A	0.532	A	0.033	No	0.527	A	0.028	No
	I-405 SB RAMPS	PM	0.450	A	0.450	A	0.000	No	0.450	A	0.000	No
16	JEFFERSON BLVD. &	AM	0.399	A	0.472	A	0.073	No	0.461	A	0.062	No
	MESMER AVE. [3]	PM	0.468	A	0.530	A	0.062	No	0.521	A	0.053	No
17	JEFFERSON BLVD. &	AM	0.899	D	0.899	D	0.000	No	0.899	D	0.000	No
	INGLEWOOD BLVD. [1]	PM	0.734	C	0.740	C	0.006	No	0.739	C	0.005	No
18	JEFFERSON BLVD. &	AM	0.864	D	0.865	D	0.001	No	0.865	D	0.001	No
	CENTINELA AVE. [4]	PM	0.701	C	0.708	C	0.007	No	0.707	C	0.006	No
19	RTE. 90 EB RAMPS &	AM	0.571	A	0.588	A	0.017	No	0.586	A	0.015	No
	CENTINELA AVE. [1]	PM	0.511	A	0.513	A	0.002	No	0.513	A	0.002	No
20	RTE. 90 WB RAMPS-SANFORD S	AM	0.527	A	0.532	A	0.005	No	0.532	A	0.005	No
	CENTINELA AVE. [1]	PM	0.507	A	0.508	A	0.001	No	0.508	A	0.001	No
21	JEFFERSON BLVD. &	AM	0.825	D	0.825	D	0.000	No	0.825	D	0.000	No
	LINCOLN BLVD. [1]	PM	0.689	B	0.692	B	0.003	No	0.692	B	0.003	No
22	CENTINELA AVE. &	AM	0.613	B	0.611	B	-0.002	No	0.598	A	-0.015	No
	MESMER AVE. [3]	PM	0.599	A	0.617	B	0.018	No	0.614	B	0.015	No
		AM	19.2	C	65.8	F	46.6		55.4	F	36.2	
		PM	12.7	B	15.6	C	2.9		14.5	B	1.8	
23	CENTINELA AVE. &	AM	0.425	A	0.497	A	0.072	No	0.469	A	0.044	No
	MAIN PROJECT DWY. [3]	PM	0.399	A	0.550	A	0.151	No	0.525	A	0.126	No
24	CENTINELA AVE. &	AM	0.965	E	1.059	F	0.094	**Yes**	1.046	F	0.081	**Yes**
	SEPULVEDA BLVD. [3]	PM	1.019	F	1.053	F	0.034	**Yes**	1.048	F	0.029	**Yes**

Table 9(a) (cont.)

CMA/HCM and Level of Service Summary
Existing (2016) Without and With Approved Project and Modified Project Conditions

					Existing				Existing			
		Peak	Existing		With Approved Project				With Modified Project			
No.	Intersection	Hour	CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
25	CENTINELA AVE. &	AM	0.557	A	0.576	A	0.019	No	0.572	A	0.015	No
	BRISTOL PKWY. [3]	PM	0.512	A	0.526	A	0.014	No	0.524	A	0.012	No
26	CENTINELA AVE. &	AM	0.983	E	0.999	E	0.016	**Yes**	0.997	E	0.014	**Yes**
	SHERBOURNE DR. [4]	PM	0.590	A	0.603	B	0.013	No	0.601	B	0.011	No
27	CENTINELA AVE. &	AM	0.931	E	0.947	E	0.016	**Yes**	0.945	E	0.014	**Yes**
	ALVERN ST. [4]	PM	0.687	B	0.699	B	0.012	No	0.698	B	0.011	No
28	CENTINELA AVE. &	AM	0.699	B	0.710	C	0.011	No	0.709	C	0.010	No
	LA TIJERA BLVD. [4]	PM	0.685	B	0.694	B	0.009	No	0.693	B	0.008	No
29	CENTINELA AVE. &	AM	0.975	E	0.991	E	0.016	**Yes**	0.989	E	0.014	**Yes**
	LA CIENEGA BLVD. [5]	PM	0.824	D	0.833	D	0.009	No	0.832	D	0.008	No
30	HOWARD HUGHES PKWY. &	AM	0.433	A	0.427	A	-0.006	No	0.428	A	-0.005	No
	I-405 SB RAMPS [1]	PM	0.220	A	0.231	A	0.011	No	0.226	A	0.006	No
31	HOWARD HUGHES PKWY. &	AM	0.811	D	0.827	D	0.016	No	0.825	D	0.014	No
	SEPULVEDA BLVD. [1]	PM	0.673	B	0.681	B	0.008	No	0.680	B	0.007	No
32	76TH ST.-77TH ST. &	AM	1.040	F	1.051	F	0.011	**Yes**	1.049	F	0.009	No
	SEPULVEDA BLVD. [1]	PM	0.650	B	0.659	B	0.009	No	0.658	B	0.008	No
33	MANCHESTER AVE. &	AM	0.919	E	0.923	E	0.004	No	0.923	E	0.004	No
	SEPULVEDA BLVD. [1]	PM	0.876	D	0.880	D	0.004	No	0.880	D	0.004	No

[1] Intersection entirely in City of Los Angeles.

[2] Intersection entirely in County of Los Angeles.

[3] Intersection shared by Cities of Culver City and Los Angeles.

[4] Intersection shared by County and City of Los Angeles.

[5] Intersection shared by Cities of Los Angeles and Inglewood.

All other intersections are entirely within City of Culver City.

results would be similar: 25 study intersections would continue to operate at LOS D or better during both peak hours, and eight intersections would continue to operate LOS E or F during one or both peak hours. It should be noted that the impacts associated with the Modified Project are equal to or less than the impacts associated with the Approved Project at 32 of the 33 study intersections, under both peak hours. Only the intersection of the I-405 Freeway Southbound Ramps/Howard Hughes Parkway exhibits a greater impact for the Modified Project, at LOS A during the AM peak hour only. The Project traffic volume contributions at this location are not to the critical turning movements; however, the Project's added traffic to the eastbound left-turn movement allows more southbound right-turning vehicles (a critical movement) to utilize the overlap phase in the CMA calculations. Thus, the CMA results show marginal degradation (a difference of 0.001) with lower Project volumes.

Based on the HCM operational methodology for unsignalized intersections, Sawtelle Boulevard/Overland Avenue would continue to operate at LOS E and F during the AM and PM peak hours, respectively, following the addition of Approved Project traffic and Modified Project traffic. At the intersection of Centinela Avenue/Mesmer Avenue, operations would deteriorate to LOS F and C during the AM and PM peak hours, respectively, following the addition of Approved Project traffic. The addition of Modified Project traffic would only deteriorate operations to LOS F and B during the AM and PM peak hours, a reduced impact. As shown in Table 9(a), the vehicle delay impacts at these unsignalized intersections due to the Modified Project would be equal to or less than those due to the Approved Project in all cases.

Table 9(b) presents the results of the analysis of future traffic conditions, without and with both the Approved Project and the Modified Project. For the "Future Without Project" condition, 18 study intersections are projected to operate at LOS D or better during both peak hours, 8 intersections would operate at LOS E or F in one peak hour, and 7 would be at LOS E or F in both peak hours. For the "Future With Approved Project" condition, the same 18 study

Table 9(b)

CMA/HCM and Level of Service Summary
Future (2018) Without and With Approved Project and Modified Project Conditions

No.	Intersection	Peak Hour	Future		Future With Approved Project				Future With Modified Project			
			CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
1	JEFFERSON BLVD. &	AM	0.924	E	0.929	E	0.005	No	0.929	E	0.005	No
	OVERLAND AVE.	PM	0.955	E	0.961	E	0.006	No	0.961	E	0.006	No
2	JEFFERSON BLVD. (N.) &	AM	0.823	D	0.827	D	0.004	No	0.827	D	0.004	No
	SEPULVEDA BLVD.	PM	0.713	C	0.716	C	0.003	No	0.715	C	0.002	No
3	SAWTELLE BLVD. &	AM	0.797	C	0.808	D	0.011	No	0.806	D	0.009	No
	SEPULVEDA BLVD.	PM	0.780	C	0.782	C	0.002	No	0.782	C	0.002	No
4	SAWTELLE BLVD. &	AM	0.775	C	0.775	C	0.000	No	0.775	C	0.000	No
	OVERLAND AVE.	PM	0.905	E	0.905	E	0.000	No	0.905	E	0.000	No
		AM	56.5	F	56.6	F	0.1		56.6	F	0.1	
		PM	102.2	F	102.9	F	0.7		102.7	F	0.5	
5	JEFFERSON BLVD. (S.) &	AM	1.062	F	1.064	F	0.002	No	1.063	F	0.001	No
	SEPULVEDA BLVD.	PM	0.891	D	0.902	E	0.011	No	0.900	D	0.009	No
6	SLAUSON AVE. &	AM	0.554	A	0.558	A	0.004	No	0.557	A	0.003	No
	JEFFERSON BLVD.	PM	0.641	B	0.641	B	0.000	No	0.641	B	0.000	No
7	SLAUSON AVE. &	AM	0.831	D	0.833	D	0.002	No	0.833	D	0.002	No
	SEPULVEDA BLVD.	PM	0.731	C	0.742	C	0.011	No	0.741	C	0.010	No
8	SLAUSON AVE. &	AM	0.753	C	0.753	C	0.000	No	0.753	C	0.000	No
	RTE. 90	PM	0.756	C	0.759	C	0.003	No	0.759	C	0.003	No
9	SLAUSON AVE. &	AM	0.880	D	0.884	D	0.004	No	0.884	D	0.004	No
	BRISTOL PKWY.	PM	0.660	B	0.666	B	0.006	No	0.665	B	0.005	No
10	SLAUSON AVE. &	AM	0.813	D	0.823	D	0.010	No	0.822	D	0.009	No
	BUCKINGHAM PKWY.	PM	0.798	C	0.807	D	0.009	No	0.806	D	0.008	No
11	SLAUSON AVE. &	AM	1.079	F	1.090	F	0.011	**Yes**	1.088	F	0.009	No
	CORNING AVE. [2]	PM	0.949	E	0.958	E	0.009	No	0.956	E	0.007	No
12	SLAUSON AVE. &	AM	0.994	E	1.006	F	0.012	**Yes**	1.004	F	0.010	**Yes**
	LA CIENEGA SB RAMPS [2]	PM	0.826	D	0.832	D	0.006	No	0.831	D	0.005	No

Table 9(b) (cont.)

CMA/HCM and Level of Service Summary

Future (2018) Without and With Approved Project and Modified Project Conditions

No.	Intersection	Peak Hour	Future		Future With Approved Project				Future With Modified Project			
			CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
13	SLAUSON AVE. &	AM	0.745	C	0.752	C	0.007	No	0.751	C	0.006	No
	LA CIENEGA NB RAMPS [2]	PM	0.694	B	0.701	C	0.007	No	0.700	B	0.006	No
14	JEFFERSON BLVD. &	AM	0.863	D	0.871	D	0.008	No	0.870	D	0.007	No
	I-405 NB RAMPS	PM	0.826	D	0.856	D	0.030	No	0.851	D	0.025	No
15	JEFFERSON BLVD. &	AM	0.793	C	0.830	D	0.037	No	0.825	D	0.032	No
	I-405 SB RAMPS	PM	0.591	A	0.595	A	0.004	No	0.595	A	0.004	No
16	JEFFERSON BLVD. &	AM	0.640	B	0.640	B	0.000	No	0.640	B	0.000	No
	MESMER AVE. [3]	PM	0.752	C	0.814	D	0.062	**Yes**	0.805	D	0.053	**Yes**
17	JEFFERSON BLVD. &	AM	1.134	F	1.135	F	0.001	No	1.135	F	0.001	No
	INGLEWOOD BLVD. [1]	PM	0.970	E	0.976	E	0.006	No	0.975	E	0.005	No
18	JEFFERSON BLVD. &	AM	1.099	F	1.100	F	0.001	No	1.100	F	0.001	No
	CENTINELA AVE. [4]	PM	0.914	E	0.920	E	0.006	No	0.920	E	0.006	No
19	RTE. 90 EB RAMPS &	AM	0.799	C	0.816	D	0.017	No	0.814	D	0.015	No
	CENTINELA AVE. [1]	PM	0.619	B	0.621	B	0.002	No	0.621	B	0.001	No
20	RTE. 90 WB RAMPS-SANFORD S	AM	0.654	B	0.659	B	0.005	No	0.658	B	0.004	No
	CENTINELA AVE. [1]	PM	0.569	A	0.569	A	0.000	No	0.569	A	0.000	No
21	JEFFERSON BLVD. &	AM	0.978	E	0.984	E	0.006	No	0.983	E	0.005	No
	LINCOLN BLVD. [1]	PM	0.811	D	0.814	D	0.003	No	0.813	D	0.003	No
22	CENTINELA AVE. &	AM	0.777	C	0.772	C	-0.005	No	0.759	C	-0.018	No
	MESMER AVE. [3]	PM	0.745	C	0.762	C	0.017	No	0.759	C	0.014	No
		AM	62.2	F	181.4	F	119.2		156.1	F	93.9	
		PM	41.6	E	48.0	E	6.4		45.7	E	4.1	
23	CENTINELA AVE. &	AM	0.562	A	0.599	A	0.037	No	0.571	A	0.009	No
	MAIN PROJECT DWY. [3]	PM	0.519	A	0.671	B	0.152	No	0.646	B	0.127	No
24	CENTINELA AVE. &	AM	1.250	F	1.345	F	0.095	**Yes**	1.331	F	0.081	**Yes**
	SEPULVEDA BLVD. [3]	PM	1.252	F	1.286	F	0.048	**Yes**	1.281	F	0.041	**Yes**

Table 9(b) (cont.)

CMA/HCM and Level of Service Summary

Future (2018) Without and With Approved Project and Modified Project Conditions

No.	Intersection	Peak Hour	Future		Future With Approved Project				Future With Modified Project			
			CMA/Delay	LOS	CMA/Delay	LOS	Impact	Sig.?	CMA/Delay	LOS	Impact	Sig.?
25	CENTINELA AVE. &	AM	0.638	B	0.657	B	0.019	No	0.654	B	0.016	No
	BRISTOL PKWY. [3]	PM	0.611	B	0.624	B	0.013	No	0.623	B	0.012	No
26	CENTINELA AVE. &	AM	1.083	F	1.098	F	0.015	**Yes**	1.096	F	0.013	**Yes**
	SHERBOURNE DR. [4]	PM	0.685	B	0.698	B	0.013	No	0.697	B	0.011	No
27	CENTINELA AVE. &	AM	1.033	F	1.048	F	0.015	**Yes**	1.046	F	0.013	**Yes**
	ALVERN ST. [4]	PM	0.791	C	0.803	D	0.012	No	0.801	D	0.011	No
28	CENTINELA AVE. &	AM	0.763	C	0.773	C	0.010	No	0.772	C	0.009	No
	LA TIJERA BLVD. [4]	PM	0.718	C	0.728	C	0.010	No	0.726	C	0.008	No
29	CENTINELA AVE. &	AM	1.077	F	1.093	F	0.016	**Yes**	1.091	F	0.015	**Yes**
	LA CIENEGA BLVD. [5]	PM	0.904	E	0.913	E	0.009	No	0.912	E	0.008	No
30	HOWARD HUGHES PKWY. &	AM	0.541	A	0.581	A	0.040	No	0.574	A	0.034	No
	I-405 SB RAMPS [1]	PM	0.428	A	0.472	A	0.044	No	0.465	A	0.037	No
31	HOWARD HUGHES PKWY. &	AM	0.936	E	0.952	E	0.016	**Yes**	0.950	E	0.014	**Yes**
	SEPULVEDA BLVD. [1]	PM	0.866	D	0.905	E	0.039	**Yes**	0.900	D	0.034	**Yes**
32	76TH ST.-77TH ST. &	AM	1.153	F	1.163	F	0.010	**Yes**	1.162	F	0.009	No
	SEPULVEDA BLVD. [1]	PM	0.773	C	0.782	C	0.009	No	0.781	C	0.008	No
33	MANCHESTER AVE. &	AM	1.034	F	1.046	F	0.012	**Yes**	1.044	F	0.010	**Yes**
	SEPULVEDA BLVD. [1]	PM	1.016	F	1.020	F	0.004	No	1.019	F	0.004	No

[1] Intersection entirely in City of Los Angeles.

[2] Intersection entirely in County of Los Angeles.

[3] Intersection shared by Cities of Culver City and Los Angeles.

[4] Intersection shared by County and City of Los Angeles.

[5] Intersection shared by Cities of Los Angeles and Inglewood.

All other intersections are entirely within City of Culver City.

intersections would continue to operate at LOS D or better during both peak hours, 6 intersections would operate at LOS E or F during one peak hour, and 9 would be at LOS E or F in both peak hours. For the "Future With Modified Project" condition, the same 18 study intersections would continue to operate at LOS D or better during both peak hours, 8 intersections would continue to operate at LOS E or F during one peak hour, and 7 would continue to be at LOS E or F in both peak hours. It should be noted that the impacts associated with the Modified Project are equal to or less than the impacts associated with the Approved Project at all 33 study intersections, under both peak hours.

Based on the HCM operational methodology for unsignalized intersections, Sawtelle Boulevard/Overland Avenue is projected to operate at LOS F during both peak hours under all future condition scenarios. At the intersection of Centinela Avenue/Mesmer Avenue, operations would deteriorate to LOS F and E during the AM and PM peak hours, respectively, under all future condition scenarios. As shown in Table 9(b), the vehicle delay impacts at these unsignalized intersections due to the Modified Project would be equal to or less than those due to the Approved Project in all cases. The relevant CMA worksheets are included in Appendix G of this report.

The City of Culver City defines a "significant traffic impact" attributable to a project as occurring when the project causes an increase of 0.050 or more in the CMA value at an intersection that operates at LOS C, an increase of 0.040 or more at an intersection that operates at LOS D, or an increase of 0.020 or more at an intersection that operates at LOS E or F. These criteria are used for both signalized and unsignalized intersections.

The City and County of Los Angeles consider a project to cause a significant traffic impact when it results in an increase of 0.040 or more at LOS C, an increase of 0.020 or more at LOS D, and an increase of 0.010 or more at LOS E or F.

For intersections solely within one jurisdiction, that jurisdiction's significance criteria were applied. For intersections shared between jurisdictions, the significance criteria of the operational control of the traffic signal or other right-of-way control were assumed. Applying these criteria, the Approved Project and Modified Project traffic impact results are shown in Table 9(a) and Table 9(b) for existing and future conditions, respectively.

Table 9(a) and Table 9(b) show that significant Approved Project traffic impacts would occur at the following 10 study intersections under Existing (2016) and/or Future (2018) conditions, prior to mitigation:

- Slauson Avenue & Corning Avenue (AM Peak Hour) (Existing and Future)
- Slauson Avenue & La Cienega Boulevard Southbound Ramps (AM Peak Hour) (Future)
- Jefferson Boulevard & Mesmer Avenue (PM Peak Hour) (Future)
- Centinela Avenue & Sepulveda Boulevard (AM and PM Peak Hours) (Existing and Future)
- Centinela Avenue & Sherbourne Drive (AM Peak Hour) (Existing and Future)
- Centinela Avenue & Alvern Street (AM Peak Hour) (Existing and Future)
- Centinela Avenue & La Cienega Boulevard (AM Peak Hour) (Existing and Future)
- Howard Hughes Parkway & Sepulveda Boulevard (AM and PM Peak Hours) (Future)
- 76th Street-77th Street & Sepulveda Boulevard (AM Peak Hour) (Existing and Future)
- Manchester Avenue & Sepulveda Boulevard (AM Peak Hour) (Future)

Table 9(a) and Table 9(b) shows that significant Modified Project traffic impacts would occur at fewer locations (eight study) intersections under Existing (2016) and/or Future (2018) conditions, prior to mitigation:

- Slauson Avenue & La Cienega Boulevard Southbound Ramps (AM Peak Hour) (Future)
- Jefferson Boulevard & Mesmer Avenue (PM Peak Hour) (Future)
- Centinela Avenue & Sepulveda Boulevard (AM and PM Peak Hours) (Existing and Future)
- Centinela Avenue & Sherbourne Drive (AM Peak Hour) (Existing and Future)
- Centinela Avenue & Alvern Street (AM Peak Hour) (Existing and Future)
- Centinela Avenue & La Cienega Boulevard (AM Peak Hour) (Existing and Future)
- Howard Hughes Parkway & Sepulveda Boulevard (AM and PM Peak Hours) (Future)

- Manchester Avenue & Sepulveda Boulevard (AM Peak Hour) (Future)

The number of study intersections significantly impacted by the Modified Project represents a reduction compared to the 10 that would be significantly impacted by the Approved Project. Given the reduction in project size associated with the Modified Project, significant impacts were eliminated at the intersections of Slauson Avenue & Corning Avenue and 76th Street-77th Street & Sepulveda Boulevard. Proposed mitigation measures for the eight study intersections significantly impacted by the Modified Project are discussed in a following section of this report.

In addition, for the seven intersections in the unincorporated areas of the County of Los Angeles or shared between the County and a separate jurisdiction, the County significance criteria were utilized. A supplemental analysis, as described below, was conducted under the County's traffic study guidelines, which requires that the percent of a project's impact be distinguished from the impact attributable to cumulative (Related) projects.

According to the County's Traffic Impact Analysis Report Guidelines[2] and recent direction from County staff that eliminates the use of an ambient growth factor, the various traffic volume conditions for the analysis were developed as follows (County of Los Angeles traffic volume scenarios included in Appendix D):

- Existing traffic volumes were established as described previously in this report and based on the traffic counts conducted in March 2016.
- Next, traffic volumes generated by the project (Approved Project or Modified Project), as calculated earlier in this report, were combined with the benchmark "Existing" volumes to estimate "Existing With Project" traffic conditions. This step of the analysis is used to determine the potential traffic impacts directly attributable to the project.

- Finally, traffic volume increases expected as a result of cumulative (Related) projects were calculated and added to the "Existing With Project" traffic scenario to produce the "Existing With Project + Cumulative Projects" traffic forecasts. The results of the analysis of these cumulative development traffic conditions identify any roadway improvements, above and beyond those recommended to mitigate project traffic alone, that would be needed to maintain area traffic conditions at acceptable levels of service.

As discussed previously, the specific impacts of the project itself were examined first. The results of the analysis of existing and "Existing With Project" traffic conditions, for both the Approved Project and the Modified Project, are contained in Table 10(a). Per County guidelines, a significant project traffic impact is based on the same threshold criterial applied in the City of Los Angeles. As shown in Table 10(a), three intersections would be significantly impacted by the Approved Project only (no Related Projects), whereas only two intersections would be significantly impacted by the Modified Project only (no Related Projects). These intersections are Centinela Avenue & Sherbourne Drive and Centinela Avenue & Alvern Street during the AM peak hour. Given the reduction in project size associated with the Modified Project, a significant impact was eliminated at the intersection of Slauson Avenue & Corning Avenue. It should be noted that the impacts associated with the Modified Project are equal to or less than the impacts associated with the Approved Project at all seven County intersections during both peak hours.

Table 10(b) contains the results of the analysis of existing and "Existing With Project + Cumulative Projects" traffic conditions for both the Approved Project and the Modified Project. With the combination of cumulative (with Related Project) and Approved Project traffic, five of the seven County intersections would be significantly impacted during either one or both peak

[2] Traffic Impact Analysis Report Guidelines, County of Los Angeles Department of Public Works, January 1, 1997.

Table 10(a)

Critical Movement Analysis and Levels of Service Summary
Existing, Existing With Approved Project, and Existing With Modified Project Conditions
County Intersections and Methodology

No.	Intersection	Peak Hour	Existing		Existing With Approved Project				Existing With Modified Project			
			CMA	LOS	CMA	LOS	Impact	Sig.?	CMA	LOS	Impact	Sig.?
11	SLAUSON AVE. &	AM	0.979	E	0.989	E	0.010	**Yes**	0.988	E	0.009	No
	CORNING AVE. [1]	PM	0.851	D	0.860	D	0.009	No	0.859	D	0.008	No
12	SLAUSON AVE. &	AM	0.884	D	0.895	D	0.011	No	0.893	D	0.009	No
	LA CIENEGA SB RAMPS [1]	PM	0.743	C	0.749	C	0.006	No	0.748	C	0.005	No
13	SLAUSON AVE. &	AM	0.674	B	0.680	B	0.006	No	0.679	B	0.005	No
	LA CIENEGA NB RAMPS [1]	PM	0.627	B	0.634	B	0.007	No	0.633	B	0.006	No
18	JEFFERSON BLVD. &	AM	0.864	D	0.865	D	0.001	No	0.865	D	0.001	No
	CENTINELA AVE. [2]	PM	0.701	C	0.708	C	0.007	No	0.707	C	0.006	No
26	CENTINELA AVE. &	AM	0.983	E	0.999	E	0.016	**Yes**	0.996	E	0.013	**Yes**
	SHERBOURNE DR. [2]	PM	0.589	A	0.603	B	0.014	No	0.601	B	0.012	No
27	CENTINELA AVE. &	AM	0.931	E	0.946	E	0.015	**Yes**	0.945	E	0.014	**Yes**
	ALVERN ST. [2]	PM	0.687	B	0.699	B	0.012	No	0.698	B	0.011	No
28	CENTINELA AVE. &	AM	0.699	B	0.710	C	0.011	No	0.709	C	0.010	No
	LA TIJERA BLVD. [2]	PM	0.685	B	0.694	B	0.009	No	0.693	B	0.008	No

[1] Intersection entirely in County of Los Angeles.

[2] Intersection shared by County and City of Los Angeles.

Table 10(b)

Critical Movement Analysis and Levels of Service Summary
Existing, Existing With Approved Project + Cumulative Projects,
and Existing With Modified Project + Cumulative Projects Conditions
County Intersections and Methodology

No.	Intersection	Peak Hour	Existing		With Approved Project + Cumulative Projects				App. Project Share	With Modified Project + Cumulative Projects				Mod. Project Share
			CMA	LOS	CMA	LOS	Impact	Sig.?		CMA	LOS	Impact	Sig.?	
11	SLAUSON AVE. &	AM	0.979	E	1.071	F	0.092	**Yes**	10.9%	1.069	F	0.090	**Yes**	10.0%
	CORNING AVE. [1]	PM	0.851	D	0.941	E	0.090	**Yes**	10.0%	0.940	E	0.089	**Yes**	9.0%
12	SLAUSON AVE. &	AM	0.884	D	0.988	E	0.104	**Yes**	10.6%	0.987	E	0.103	**Yes**	8.7%
	LA CIENEGA SB RAMPS [1]	PM	0.743	C	0.818	D	0.075	**Yes**	8.0%	0.816	D	0.073	**Yes**	6.8%
13	SLAUSON AVE. &	AM	0.674	B	0.738	C	0.064	No	9.4%	0.737	C	0.063	No	7.9%
	LA CIENEGA NB RAMPS [1]	PM	0.627	B	0.689	B	0.062	No	11.3%	0.688	B	0.061	No	9.8%
18	JEFFERSON BLVD. &	AM	0.864	D	1.081	F	0.217	**Yes**	0.6%	1.081	F	0.217	**Yes**	0.5%
	CENTINELA AVE. [2]	PM	0.701	C	0.904	E	0.203	**Yes**	3.2%	0.903	E	0.202	**Yes**	3.0%
26	CENTINELA AVE. &	AM	0.983	E	1.078	F	0.095	**Yes**	16.8%	1.077	F	0.094	**Yes**	13.8%
	SHERBOURNE DR. [2]	PM	0.589	A	0.687	B	0.098	No	14.3%	0.685	B	0.096	No	12.5%
27	CENTINELA AVE. &	AM	0.931	E	1.027	F	0.096	**Yes**	15.6%	1.025	F	0.094	**Yes**	13.8%
	ALVERN ST. [2]	PM	0.687	B	0.787	C	0.100	No	12.3%	0.785	C	0.098	No	11.2%
28	CENTINELA AVE. &	AM	0.699	B	0.757	C	0.058	No	18.6%	0.755	C	0.056	No	17.9%
	LA TIJERA BLVD. [2]	PM	0.685	B	0.713	C	0.028	No	32.8%	0.712	C	0.027	No	29.6%

[1] Intersection entirely in County of Los Angeles.

[2] Intersection shared by County and City of Los Angeles.

hours. The same number of study intersections would be significantly impacted by the Modified Project and cumulative (with Related Project) traffic during the same peak hours. It should be noted, however, that impacts related to Modified Project and cumulative (with Related Project) traffic would be less than or equal to the impacts related to Approved Project and cumulative (with Related Project) traffic for all seven County intersections during both peak hours.

The "Project Share" as identified in the table is the percentage of the project's traffic impact compared to the total traffic impact attributable to the combination of Related Projects plus the project. The Approved Project's share of the significant impacts at these intersections would range between 0.6 percent and 32.8 percent. The Modified Project's share would range between 0.5 percent and 29.6 percent, showing the reduction in the Modified Project's impacts.

REGIONAL TRANSPORTATION SYSTEM IMPACTS

The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990 with the intent of providing the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A Countywide approach has been established by the Metropolitan Transportation Authority (Metro), the local CMP agency, designating a highway network that includes all State highways and principal arterials within the County of Los Angeles, along with traffic monitoring locations. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

In the Project vicinity, Venice Boulevard, La Cienega Boulevard, Sepulveda Boulevard, Lincoln Boulevard and Manchester Avenue are designated as CMP roadways. Two of the study intersections, Centinela Avenue/La Cienega Boulevard and Manchester Avenue/Sepulveda Boulevard, are also CMP surface street monitoring locations. Within the broader study area, the CMP identifies five other surface street monitoring locations, as follows:

- Venice Boulevard & Centinela Avenue;
- Venice Boulevard & Overland Avenue;
- Marina Expressway & Lincoln Boulevard;
- Manchester Avenue & Lincoln Boulevard;
- Lincoln Boulevard & Sepulveda Boulevard.

The CMP requires analysis of any of the above monitoring locations where a project may add 50 or more trips during the AM or PM peak hour. As indicated above and included in Table 9(a) and Table 9(b), the monitoring locations and intersections of Centinela Avenue/La Cienega Boulevard and Manchester Avenue/Sepulveda Boulevard have already been analyzed in detail

as part of the preceding analysis. The impact criteria applied in the preceding analysis for these two intersections are also more stringent than those described in the CMP.

At the other five CMP monitoring locations, it is estimated that the Approved Project would contribute no more than the following peak-hour trips: 24 trips at Venice Boulevard/Centinela Avenue; 15 trips at Venice Boulevard/Overland Avenue; 26 trips at Marina Expressway/Lincoln Boulevard, 10 trips at Manchester Avenue/Lincoln Boulevard; and 36 trips at Lincoln Boulevard/Sepulveda Boulevard. The Modified Project would contribute no more than the following peak-hour trips: 21 trips at Venice Boulevard/Centinela Avenue; 14 trips at Venice Boulevard/Overland Avenue; 22 trips at Marina Expressway/Lincoln Boulevard, 9 trips at Manchester Avenue/Lincoln Boulevard; and 31 trips at Lincoln Boulevard/Sepulveda Boulevard. As these estimates are below the CMP threshold of 50 peak-hour trips, more detailed CMP analysis of these locations is not required. Further, the Modified Project would contribute lower traffic volume contributions than the Approved Project to all CMP monitoring intersections.

In addition, the CMP requires an analysis of mainline freeway monitoring locations where a project may add 150 or more AM or PM peak-hour trips in either direction. Along the San Diego Freeway, two CMP stations are designated, one north of Venice Boulevard and one north of La Tijera Boulevard. Given the trip generation of the Approved Project, i.e., 451 inbound and 61 outbound trips during the AM peak hour, and 79 inbound and 383 outbound trips during the PM hour, neither of these CMP locations would experience as many as 150 project-related trips in one direction. For this threshold to be met or exceeded, approximately 33 percent of Approved Project traffic would have to utilize the same freeway, in the same cardinal direction, traveling to or from the site. In fact, it is estimated that, at most, 25 percent of the Approved Project trips would utilize this part of the San Diego Freeway, amounting to a maximum of

approximately 113 trips in either direction during the AM peak hour and 96 trips in either direction during the PM peak-hour. Therefore, no further CMP freeway mainline analysis is required for the Approved Project.

The same is true for the Modified Project. With an AM peak-hour trip generation of 385 inbound/53 outbound trips and a PM peak-hour generation of 67 inbound/326 outbound trips, neither of these CMP locations would experience as many as 150 project-related trips in one direction. For this threshold to be met or exceeded, approximately 39 percent of Modified Project traffic would have to utilize the same freeway, in the same cardinal direction, traveling to or from the site. At most, 25 percent of the Modified Project trips would utilize this part of the San Diego Freeway, which equates to a maximum of approximately 96 trips in either direction during the AM peak hour and 82 trips in either direction during the PM peak-hour. Therefore, no further CMP freeway mainline analysis is required for the Modified Project. It should be noted that, due to its smaller size and trip generation, the Modified Project falls more short of the CMP freeway mainline analysis threshold than the Approved Project.

TRANSIT IMPACT ANALYSIS

The Los Angeles County Metropolitan Transportation Authority (Metro) and Culver CityBus are the primary transit service providers within the project area. Since the analysis of the Approved Project in 2007, these providers have generally increased transit service within this area, offering an extensive system of bus lines, including multiple transfer opportunities to other areas. These lines are expected to be those most likely utilized by Project person trips and, therefore, were the focus of the following analysis.

As shown in Table 11, there are four Culver CityBus lines and three Metro bus lines that serve the Project site. On weekdays, these bus lines operate approximately 56 buses per hour during the AM peak period and 55 buses per hour during the PM peak period within the study area. Assuming a seating, non-standing service capacity of 40 passengers per bus, these buses provide a service capacity of 2,240 passengers per hour during the AM peak period and 2,200 passengers per hour during the PM peak period.

Table 11
Weekday Transit Services within Project Area

Service Provider	Bus Line	Buses Per Hour	
Culver CityBus	2	AM Peak Hour	2
		PM Peak Hour	2
Culver CityBus	3	AM Peak Hour	9
		PM Peak Hour	9
Culver CityBus	4	AM Peak Hour	4
		PM Peak Hour	4
Culver CityBus	6/R6	AM Peak Hour	16
		PM Peak Hour	16
Metro	108/358	AM Peak Hour	14
		PM Peak Hour	12
Metro	110	AM Peak Hour	7
		PM Peak Hour	8
Metro	217	AM Peak Hour	4
		PM Peak Hour	4
		AM Peak Hour	**56**
		PM Peak Hour	**55**

The analysis of future transit conditions was performed using the general transit impact methodology in Appendix B.8.4 of Metro's CMP. Under this methodology, a multiplication factor of 1.4 is used to convert vehicle trips to person trips. A factor of 3.5 percent is applied to the resulting person trips to estimate the number of person trips utilizing transit. In the Approved Project's case, the trip generation of 512 AM and 462 PM peak-hour vehicle trips converts to 717 AM and 647 PM peak-hour person trips. Of these person trips, approximately 25 and 23 person trips per hour would be expected to use transit during the respective AM and PM peak periods per the CMP methodology. The Modified Project generation of 438 AM and 393 PM peak-hour vehicle trips translates to 613 AM and 550 PM peak-hour person trips. Of these person trips, approximately 21 and 19 person trips per hour would be expected to use transit during the respective AM and PM peak periods per the CMP methodology.

Compared to the respective passenger capacities of 2,240 and 2,200 passengers per hour, the Approved Project person trips would utilize just over one percent of these capacities during the peak periods. The Modified Project person trips would utilize just under one percent of these capacities during the peak periods. Therefore, these amounts of transit usage associated with the Approved Project and Modified Project would not be expected to result in a significant transit impact, and no Project transit mitigation measures are required. It should be noted that, due to its smaller size and trip generation, the Modified Project is expected to result in fewer person transit trips than the Approved Project.

MITIGATION MEASURES

Prior to mitigation, the Approved Project would result in significant traffic impacts at 10 study intersections. The Modified Project would result in significant traffic impacts at only eight study intersections, and all of these significant impacts would be less severe than those determined for the Approved Project. Therefore, development of the Modified Project under current conditions would not result in any new or substantially more severe significant traffic impacts when compared with the development of the Approved Project under current conditions.

Given that the Modified Project is moving forward at this time, the following mitigation measures section focuses on mitigating the significant impacts identified for the Modified Project only. The Modified Project mitigation program includes both transportation demand management and physical improvement measures to address these significant impacts. The measures are described below.

Modified Project Transportation Demand Management Plan

Prior to receipt of a Certificate of Occupancy, implement a Transportation Demand Management (TDM) Plan that reduces Modified Project trips by at least 10 percent. The TDM Plan shall be flexible and utilize as many measures as may be necessary to achieve the required trip reductions. To determine whether Modified Project trips have been reduced to the required levels, the Project Applicant shall, beginning at 85 percent occupancy of the Modified Project, conduct annual monitoring measurements of Modified Project driveway traffic volumes. Details regarding the TDM Plan are included in Appendix E of this report.

If an annual report documents that the average AM or PM peak-hour trips exceed the respective trip reduction level indicated above, then the Modified Project will have one year to achieve compliance. If the annual report subsequent to the noncompliant annual report still

shows noncompliance, then the City and Project Applicant shall discuss other additional measures, operating improvements and/or modifications to the TDM Plan as may be necessary to achieve compliance. If the City and Project Applicant reach agreement on such additional measures, operating improvements and/or modifications, the Project Applicant shall implement them. If the City and Project Applicant are unable to reach agreement on such additional operating improvements and/or modifications, the City shall be able to require the Project Applicant to implement reasonable and feasible measures, operating improvements and/or modifications that are suitable for achieving compliance. Any such measures, improvements or modifications shall be required only after consulting with the Project Applicant, and only to the extent that they are economically and physically feasible, as reasonably determined by the City.

As appropriate, the Project Applicant may submit additional reports or supplemental information for consideration demonstrating that measures that may have been additionally required by the City for noncompliance reasons can be rescinded. When there are at least three consecutive annual reports demonstrating continuous compliance with the trip reduction levels, the Modified Project shall be deemed to have satisfied the TDM mitigation measure requirement and no further action by the Project Applicant regarding this requirement will be necessary.

Under this TDM Plan, it is expected that Modified Project impacts at the following study intersections would be reduced to a level below significance:

- Slauson Avenue & La Cienega Boulevard Southbound Ramps (I/S 12, County of Los Angeles); and
- Manchester Avenue & Sepulveda Boulevard (I/S 33, City of Los Angeles).

Intersection Improvements In Conjunction With TDM Plan

- Jefferson Boulevard & Mesmer Avenue (I/S 16, Cities of Culver City and Los Angeles): Restripe the south and north legs of Mesmer Avenue to allow the installation of a second northbound right-turn lane. Modify the traffic signal equipment at the intersection as necessary. No removal of on-street parking is anticipated due to this improvement. (Conceptual plan included in Appendix F.)

- Centinela Avenue & Sepulveda Boulevard (I/S 24, City of Culver City): Restripe Sepulveda Boulevard to provide a third northbound left-turn lane. Modify the raised island at the southeast corner of the intersection as necessary to maintain the third northbound through lane and the northbound right-turn-only lane.

  Modify the channelization and raised median island on the west leg of Centinela Avenue, and restripe to provide three westbound departure lanes to receive the additional lane of left-turning traffic from Sepulveda Boulevard. Modify the traffic signal equipment and signage at this intersection as necessary. All detectors for all the approaches tied to this intersection shall be functional to realize the operational improvements anticipated in this mitigation. No removal of on-street parking is anticipated due to this improvement. (Conceptual plan included in Appendix F.)

- Centinela Avenue & Sherbourne Drive (I/S 26, County and City of Los Angeles); Centinela Avenue & Alvern Street (I/S 27, County and City of Los Angeles): Restripe Centinela Avenue from approximately 200 feet east of Alvern Street to Green Valley Circle to provide a third westbound through lane. The additional westbound through lane would become a trap lane for the westbound right-turn movement at Green Valley Circle.

Modify the traffic signal equipment at the intersections with Sherbourne Drive and Alvern Street, as necessary. (Conceptual plan included in Appendix F.)

The results of the implementation of these measures are summarized in Table 12(a) at the end of this section. These measures would reduce Modified Project traffic impacts at six of the eight intersections below a level of significance. As indicated in Table 12(b), the two County intersections impacted by Modified Project traffic under the "With Modified Project" condition would also be mitigated below a level of significance.

Feasible physical mitigation measures could not be identified for the following significantly impacted intersections for the reasons indicated:

- Centinela Avenue & La Cienega Boulevard (I/S 29, Cities of Los Angeles and Inglewood): The physical mitigation measure for the Approved Project at this intersection in the 2007 traffic study called for the removal of the raised median island on the south leg of La Cienega Boulevard and the installation of a second northbound left-turn lane, which would have been adequate to reduce the Approved Project's impact below a level of significance. This same measure would also be adequate to reduce the Modified Project's impact below a level of significance. However, this measure has been implemented by others at this intersection and is no longer available.

  Absent this measure, mitigation that would provide a third westbound through lane was investigated. Conversion of the existing westbound right-turn-only lane to a third through lane is not considered feasible due to the need to retain the right-turn-only lane to accommodate the heavy right-turn volumes during the morning peak period. Also, converting the right-turn-only lane to a through lane would require widening into the sidewalk on the north side of the west leg of Centinela Avenue in order to provide

proper alignment of the of the lane striping; however, this would be contrary to the City of Los Angeles' policy of not reducing sidewalks for roadway widenings, to the greatest extent feasible. Installing an exclusive third westbound through lane is not considered feasible due to right-of-way constraints, as well as the City of Los Angeles' policy of not reducing sidewalks for roadway widenings.

- Howard Hughes Parkway & Sepulveda Boulevard (I/S 30, City of Los Angeles): The physical mitigation measure for the Approved Project at this intersection in the 2007 traffic study called for the upgrading the traffic signal with ATSC, providing for a three percent increase in capacity. This measure has been implemented by others at this intersection and is no longer available. It should be noted that this measure would not have been adequate to reduce the Approved Project's AM peak-hour impact below a level of significance. Additional mitigation, such as providing a fourth northbound through lane on Sepulveda Boulevard, would have reduced the Approved Project's remaining impact to below a level of significance, but was not considered feasible due to right-of way constraints, as well as the City of Los Angeles's policy of not reducing sidewalks for roadway widenings.

  The ATCS measure would be adequate to reduce the Modified Project's impacts to a level below significance if it were available. Absent this measure, mitigation that would provide a fourth northbound and southbound through lane on Sepulveda Boulevard would be adequate to reduce the Modified Project's impacts to a level below significance. However, this is not considered feasible due to right-of-way constraints and the City of Los Angeles' policy of not reducing sidewalk/parkways for roadway widenings.

Therefore, the Modified Project impacts at the above two intersections are considered significant and unavoidable. Although significant and unavoidable, the Modified Project impacts at these two intersections are still lower than the impacts calculated for the Approved Project under current conditions. Further, if the physical mitigation measures for the intersections of Centinela Avenue & Sepulveda Boulevard and Howard Hughes Parkway & Sepulveda Boulevard that were required of the Approved Project in the 2007 analysis were still available, there would be no remaining significant impacts for the Modified Project. Should any of the mitigation measures be determined to be unacceptable by the decision-makers, the Modified Project impact at the subject location would remain significant until an acceptable alternative measure is implemented.

Table 12(a)

CMA/HCM and Level of Service Summary
Future (2018) With Modified Project Plus Mitigation Condition

			Without Modified Project		With Modified Project				With Modified Project + 10% TDM				With Modified Project + 10% TDM + Phys. Imp.			
No.	Intersection	Peak Hour	CMA/ Delay	LOS	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?
1	JEFFERSON BLVD. &	AM	0.924	E	0.929	E	0.005	No	0.928	E	0.004					
	OVERLAND AVE.	PM	0.955	E	0.961	E	0.006	No	0.961	E	0.006					
2	JEFFERSON BLVD. (N.) &	AM	0.823	D	0.827	D	0.004	No	0.826	D	0.003					
	SEPULVEDA BLVD.	PM	0.713	C	0.715	C	0.002	No	0.715	C	0.002					
3	SAWTELLE BLVD. &	AM	0.797	C	0.806	D	0.009	No	0.805	D	0.008					
	SEPULVEDA BLVD.	PM	0.780	C	0.782	C	0.002	No	0.781	C	0.001					
4	SAWTELLE BLVD. &	AM	0.775	C	0.775	C	0.000	No	0.775	C	0.000					
	OVERLAND AVE.	PM	0.905	E	0.905	E	0.000	No	0.905	E	0.000					
		AM	56.5	F	56.6	F	0.1		56.6	F	0.1					
		PM	102.2	F	102.7	F	0.5		102.7	F	0.5					
5	JEFFERSON BLVD. (S.) &	AM	1.062	F	1.063	F	0.001	No	1.063	F	0.001					
	SEPULVEDA BLVD.	PM	0.891	D	0.900	D	0.009	No	0.899	D	0.008					
6	SLAUSON AVE. &	AM	0.554	A	0.557	A	0.003	No	0.556	A	0.002					
	JEFFERSON BLVD.	PM	0.641	B	0.641	B	0.000	No	0.641	B	0.000					
7	SLAUSON AVE. &	AM	0.831	D	0.833	D	0.002	No	0.833	D	0.002					
	SEPULVEDA BLVD.	PM	0.731	C	0.741	C	0.010	No	0.740	C	0.009					
8	SLAUSON AVE. &	AM	0.753	C	0.753	C	0.000	No	0.753	C	0.000					
	RTE. 90	PM	0.756	C	0.759	C	0.003	No	0.759	C	0.003					
9	SLAUSON AVE. &	AM	0.880	D	0.884	D	0.004	No	0.884	D	0.004					
	BRISTOL PKWY.	PM	0.660	B	0.665	B	0.005	No	0.665	B	0.005					
10	SLAUSON AVE. &	AM	0.813	D	0.822	D	0.009	No	0.821	D	0.008					
	BUCKINGHAM PKWY.	PM	0.798	C	0.806	D	0.008	No	0.805	D	0.007					
11	SLAUSON AVE. &	AM	1.079	F	1.088	F	0.009	No	1.088	F	0.009					
	CORNING AVE. [2]	PM	0.949	E	0.956	E	0.007	No	0.956	E	0.007					
12	SLAUSON AVE. &	AM	0.994	E	1.004	F	0.010	**Yes**	1.003	F	0.009					
	LA CIENEGA SB RAMPS [2]	PM	0.826	D	0.831	D	0.005	No	0.830	D	0.004					

Table 12(a) (cont.)

CMA/HCM and Level of Service Summary
Future (2018) With Modified Project Plus Mitigation Condition

			Without Modified Project		With Modified Project				With Modified Project + 10% TDM				With Modified Project + 10% TDM + Phys. Imp.			
No.	Intersection	Peak Hour	CMA/ Delay	LOS	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?
13	SLAUSON AVE. &	AM	0.745	C	0.751	C	0.006	No	0.750	C	0.005					
	LA CIENEGA NB RAMPS [2]	PM	0.694	B	0.700	B	0.006	No	0.699	B	0.005					
14	JEFFERSON BLVD. &	AM	0.863	D	0.870	D	0.007	No	0.869	D	0.006					
	I-405 NB RAMPS	PM	0.826	D	0.851	D	0.025	No	0.849	D	0.023					
15	JEFFERSON BLVD. &	AM	0.793	C	0.825	D	0.032	No	0.822	D	0.029					
	I-405 SB RAMPS	PM	0.591	A	0.595	A	0.004	No	0.594	A	0.003					
16	JEFFERSON BLVD. &	AM	0.640	B	0.640	B	0.000	No	0.640	B	0.000	No	0.640	B	0.000	No
	MESMER AVE. [3]	PM	0.752	C	0.805	D	0.053	**Yes**	0.799	C	0.047	**Yes**	0.612	B	-0.140	No
17	JEFFERSON BLVD. &	AM	1.134	F	1.135	F	0.001	No	1.135	F	0.001					
	INGLEWOOD BLVD. [1]	PM	0.970	E	0.975	E	0.005	No	0.974	E	0.004					
18	JEFFERSON BLVD. &	AM	1.099	F	1.100	F	0.001	No	1.100	F	0.001					
	CENTINELA AVE. [4]	PM	0.914	E	0.920	E	0.006	No	0.919	E	0.005					
19	RTE. 90 EB RAMPS &	AM	0.799	C	0.814	D	0.015	No	0.812	D	0.013					
	CENTINELA AVE. [1]	PM	0.619	B	0.621	B	0.001	No	0.621	B	0.001					
20	RTE. 90 WB RAMPS-SANFORD ST. &	AM	0.654	B	0.658	B	0.004	No	0.657	B	0.004					
	CENTINELA AVE. [1]	PM	0.569	A	0.569	A	0.001	No	0.569	A	0.001					
21	JEFFERSON BLVD. &	AM	0.978	E	0.983	E	0.005	No	0.982	E	0.004					
	LINCOLN BLVD. [1]	PM	0.811	D	0.813	D	0.003	No	0.813	D	0.003					
22	CENTINELA AVE. &	AM	0.777	C	0.759	C	-0.018	No	0.752	C	-0.025					
	MESMER AVE. [3]	PM	0.745	C	0.759	C	0.014	No	0.758	C	0.013					
		AM	62.2	F	156.1	F	93.9		141.7	F	79.5					
		PM	41.6	E	45.7	E	4.1		44.8	E	3.2					
23	CENTINELA AVE. &	AM	0.562	A	0.571	A	0.009	No	0.555	A	-0.007					
	MAIN PROJECT DWY. [3]	PM	0.519	A	0.646	B	0.127	No	0.632	B	0.113					
24	CENTINELA AVE. &	AM	1.250	F	1.331	F	0.081	**Yes**	1.323	F	0.073	**Yes**	1.129	F	-0.121	No
	SEPULVEDA BLVD. [3]	PM	1.252	F	1.281	F	0.029	**Yes**	1.278	F	0.026	**Yes**	1.231	F	-0.021	No

Table 12(a) (cont.)

CMA/HCM and Level of Service Summary
Future (2018) With Modified Project Plus Mitigation Condition

			Without Modified Project		With Modified Project				With Modified Project + 10% TDM				With Modified Project + 10% TDM + Phys. Imp.			
No.	Intersection	Peak Hour	CMA/ Delay	LOS	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?	CMA/ Delay	LOS	Impact	Sig.?
25	CENTINELA AVE. &	AM	0.638	B	0.654	B	0.016	No	0.652	B	0.014					
	BRISTOL PKWY. [3]	PM	0.611	B	0.623	B	0.012	No	0.621	B	0.010					
26	CENTINELA AVE. &	AM	1.083	F	1.096	F	0.013	**Yes**	1.095	F	0.011	**Yes**	0.819	C	-0.264	No
	SHERBOURNE DR. [4]	PM	0.685	B	0.697	B	0.011	No	0.695	B	0.010		0.695	B	0.010	No
27	CENTINELA AVE. &	AM	1.033	F	1.046	F	0.013	**Yes**	1.045	F	0.011	**Yes**	0.827	D	-0.207	No
	ALVERN ST. [4]	PM	0.791	C	0.801	D	0.011	No	0.800	C	0.009		0.800	C	0.009	No
28	CENTINELA AVE. &	AM	0.763	C	0.772	C	0.009	No	0.771	C	0.008					
	LA TIJERA BLVD. [4]	PM	0.718	C	0.726	C	0.008	No	0.725	C	0.007					
29	CENTINELA AVE. &	AM	1.077	F	1.091	F	0.015	**Yes**	1.090	F	0.013	**Yes**				
	LA CIENEGA BLVD. [5]	PM	0.904	E	0.912	E	0.008	No	0.911	E	0.007					
30	HOWARD HUGHES PKWY. &	AM	0.541	A	0.574	A	0.034	No	0.572	A	0.031					
	I-405 SB RAMPS [1]	PM	0.428	A	0.465	A	0.037	No	0.461	A	0.034					
31	HOWARD HUGHES PKWY. &	AM	0.936	E	0.950	E	0.014	**Yes**	0.949	E	0.013	**Yes**				
	SEPULVEDA BLVD. [1]	PM	0.866	D	0.900	D	0.034	**Yes**	0.896	D	0.029	**Yes**				
32	76TH ST.-77TH ST. &	AM	1.153	F	1.162	F	0.009	No	1.161	F	0.008					
	SEPULVEDA BLVD. [1]	PM	0.773	C	0.781	C	0.008	No	0.780	C	0.007					
33	MANCHESTER AVE. &	AM	1.034	F	1.044	F	0.010	**Yes**	1.043	F	0.009					
	SEPULVEDA BLVD. [1]	PM	1.016	F	1.019	F	0.004	No	1.019	F	0.003					

[1] Intersection entirely in City of Los Angeles.

[2] Intersection entirely in County of Los Angeles.

[3] Intersection shared by Cities of Culver City and Los Angeles.

[4] Intersection shared by County and City of Los Angeles.

[5] Intersection shared by Cities of Los Angeles and Inglewood.

All other intersections are entirely within City of Culver City.

Table 12(b)

Critical Movement Analysis and Level of Service Summary
Future (2018) With Modified Project Plus Mitigation Condition
County Intersections and Methodology

No.	Intersection	Peak Hour	Existing		With Modified Project				With Modified Project + Mitigation (10% TDM)				With Modified Project + Mitigation (10% TDM + Physical Improvements)				With Modified Project + Cumulative Projects				Mod. Project Share
			CMA	LOS	CMA	LOS	Impact	Sig.?	CMA	LOS	Impact	Sig.?	CMA	LOS	Impact	Sig.?	CMA	LOS	Impact	Sig.?	
11	SLAUSON AVE. &	AM	0.979	E	0.988	E	0.009	No	0.987	E	0.008	No				No	1.069	F	0.090	**Yes**	10.0%
	CORNING AVE. [1]	PM	0.851	D	0.859	D	0.008	No	0.858	D	0.007	No				No	0.940	E	0.089	**Yes**	9.0%
12	SLAUSON AVE. &	AM	0.884	D	0.893	D	0.009	No	0.892	D	0.008	No				No	0.987	E	0.103	**Yes**	8.7%
	LA CIENEGA SB RAMPS [1]	PM	0.743	C	0.748	C	0.005	No	0.748	C	0.005	No				No	0.816	D	0.073	**Yes**	6.8%
13	SLAUSON AVE. &	AM	0.674	B	0.679	B	0.005	No	0.679	B	0.005	No				No	0.737	C	0.063	No	7.9%
	LA CIENEGA NB RAMPS [1]	PM	0.627	B	0.633	B	0.006	No	0.632	B	0.005	No				No	0.688	B	0.061	No	9.8%
18	JEFFERSON BLVD. &	AM	0.864	D	0.865	D	0.001	No	0.864	D	0.000	No				No	1.081	F	0.217	**Yes**	0.5%
	CENTINELA AVE. [2]	PM	0.701	C	0.707	C	0.006	No	0.707	C	0.006	No				No	0.903	E	0.202	**Yes**	3.0%
26	CENTINELA AVE. &	AM	0.983	E	0.996	E	0.013	**Yes**	0.995	E	0.012	**Yes**	0.751	C	-0.232	No	1.077	F	0.094	**Yes**	13.8%
	SHERBOURNE DR. [2]	PM	0.589	A	0.601	B	0.012	No	0.599	A	0.010	No	0.599	A	0.010	No	0.685	B	0.096	No	12.5%
27	CENTINELA AVE. &	AM	0.931	E	0.945	E	0.014	**Yes**	0.943	E	0.012	**Yes**	0.755	C	-0.176	No	1.025	F	0.094	**Yes**	13.8%
	ALVERN ST. [2]	PM	0.687	B	0.698	B	0.011	No	0.697	B	0.010	No	0.697	B	0.010	No	0.785	C	0.098	No	11.2%
28	CENTINELA AVE. &	AM	0.699	B	0.709	C	0.010	No	0.707	C	0.008	No				No	0.755	C	0.056	No	17.9%
	LA TIJERA BLVD. [2]	PM	0.685	B	0.693	B	0.008	No	0.692	B	0.007	No				No	0.712	C	0.027	No	29.6%

[1] Intersection entirely in County of Los Angeles.

[2] Intersection shared by County and City of Los Angeles.

APPENDIX A

STUDY INTERSECTION TRAFFIC COUNT

SUMMARY SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-001

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Jefferson Blvd			Jefferson Blvd			Overland Ave			Overland Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1.5	0.5	2	2	1	1	2	1	1	2	1	
7:00 AM	118	172	4	46	145	70	17	42	31	2	114	59	820
7:15 AM	119	193	4	30	114	86	28	73	36	2	187	80	952
7:30 AM	126	187	7	53	201	82	34	86	56	3	197	78	1110
7:45 AM	121	236	8	53	196	123	53	136	77	9	217	61	1290
8:00 AM	119	238	8	62	210	89	53	162	79	12	213	70	1315
8:15 AM	109	249	11	69	196	72	42	101	93	16	179	86	1223
8:30 AM	110	236	7	79	206	82	37	109	97	14	159	85	1221
8:45 AM	94	239	12	87	174	72	47	109	79	13	148	106	1180
9:00 AM	106	202	12	62	164	62	38	106	54	18	155	93	1072
9:15 AM	101	203	29	83	155	51	32	121	49	20	150	70	1064
9:30 AM	87	180	22	63	142	42	22	117	61	28	135	95	994
9:45 AM	63	149	15	41	142	49	22	91	69	21	95	83	840
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1273	2484	139	728	2045	880	425	1253	781	158	1949	966	13081
APPROACH %'s :	32.67%	63.76%	3.57%	19.93%	55.98%	24.09%	17.28%	50.96%	31.76%	5.14%	63.42%	31.44%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	459	959	34	263	808	366	185	508	346	51	768	302	5049
PEAK HR FACTOR :		0.984			0.966			0.884			0.950		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-001

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Jefferson Blvd			Jefferson Blvd			Overland Ave			Overland Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1.5	0.5	2	2	1	1	2	1	1	2	1	
3:00 PM	84	193	14	69	140	64	37	160	91	26	126	97	1101
3:15 PM	84	200	11	63	163	44	55	170	109	27	111	115	1152
3:30 PM	98	195	28	64	137	44	45	189	101	28	116	100	1145
3:45 PM	94	201	14	74	168	33	54	148	115	22	159	124	1206
4:00 PM	105	202	13	74	149	37	41	168	105	28	139	122	1183
4:15 PM	97	201	13	86	141	30	53	159	87	21	125	115	1128
4:30 PM	76	183	18	74	152	43	41	182	105	26	156	157	1213
4:45 PM	86	211	18	73	150	38	51	203	84	19	147	130	1210
5:00 PM	99	206	19	79	151	49	43	189	91	26	145	143	1240
5:15 PM	76	244	12	71	186	45	47	191	94	22	121	142	1251
5:30 PM	67	210	14	92	176	58	60	188	83	19	159	141	1267
5:45 PM	99	220	16	77	188	46	49	197	107	22	143	167	1331
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1065	2466	190	896	1901	531	576	2144	1172	286	1647	1553	14427
APPROACH %'s :	28.62%	66.27%	5.11%	26.92%	57.12%	15.96%	14.80%	55.09%	30.11%	8.20%	47.25%	44.55%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	341	880	61	319	701	198	199	765	375	89	568	593	5089
PEAK HR FACTOR :		0.957			0.934			0.948			0.941		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-002

Day: Thursday

TOTALS

City: Los Angeles

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	0	2	0	0	1	0	2.3	0.3	0.3	
7:00 AM	0	413	283	0	43	1	0	0	0	135	1	3	879
7:15 AM	0	393	349	0	65	0	0	0	0	164	1	1	973
7:30 AM	0	431	340	0	77	0	0	0	0	198	0	2	1048
7:45 AM	0	464	400	0	104	0	0	0	0	246	0	4	1218
8:00 AM	0	350	436	0	140	0	0	0	0	280	0	2	1208
8:15 AM	0	292	382	0	107	0	0	0	0	315	0	3	1099
8:30 AM	0	337	386	0	143	1	0	0	1	312	1	1	1182
8:45 AM	0	339	368	0	137	1	0	0	1	216	0	6	1068
9:00 AM	0	350	334	0	177	3	0	0	1	212	0	6	1083
9:15 AM	0	278	301	0	165	1	0	0	3	178	1	1	928
9:30 AM	0	270	301	0	151	2	0	0	1	167	1	5	898
9:45 AM	0	232	238	0	145	1	0	0	1	179	2	6	804
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4149	4118	0	1454	10	0	0	8	2602	7	40	12388
APPROACH %'s :	0.00%	50.19%	49.81%	0.00%	99.32%	0.68%	0.00%	0.00%	100.00%	98.23%	0.26%	1.51%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	1443	1604	0	494	1	0	0	1	1153	1	10	4707
PEAK HR FACTOR :		0.882			0.859			0.250			0.915		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-002 **Day:** Thursday

City: Los Angeles **Date:** 3/10/2016

TOTALS

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	0	2	0	0	1	0	2.3	0.3	0.3	
3:00 PM	0	199	241	0	195	6	0	0	5	251	1	5	903
3:15 PM	0	201	281	0	219	0	0	0	1	261	2	5	970
3:30 PM	0	202	325	0	225	2	0	0	1	246	3	9	1013
3:45 PM	0	222	299	0	241	2	0	0	3	241	2	10	1020
4:00 PM	0	180	300	0	234	1	0	0	4	279	2	8	1008
4:15 PM	0	189	304	0	232	2	0	0	1	230	0	7	965
4:30 PM	1	168	284	0	231	2	0	0	2	262	5	5	960
4:45 PM	0	214	329	0	247	1	0	0	7	230	5	8	1041
5:00 PM	0	215	301	0	237	3	0	0	3	240	1	3	1003
5:15 PM	0	200	344	0	239	1	0	0	8	270	3	8	1073
5:30 PM	0	205	325	0	258	3	0	0	5	239	1	6	1042
5:45 PM	0	194	290	0	238	3	0	0	2	275	1	4	1007
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2389	3623	0	2796	26	0	0	42	3024	26	78	12005
APPROACH %'s :	0.02%	39.73%	60.25%	0.00%	99.08%	0.92%	0.00%	0.00%	100.00%	96.68%	0.83%	2.49%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	834	1299	0	981	8	0	0	23	979	10	25	4159
PEAK HR FACTOR :		0.980			0.947			0.719			0.902		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-003

Day: Thursday

TOTALS

City: Culver City/Los Angeles

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Sawtelle Blvd			Sawtelle Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3.5	0.5	1	2.5	0.5	1	1	1	1	2	0	
7:00 AM	36	643	5	2	170	10	20	5	4	7	16	18	936
7:15 AM	62	741	10	7	216	16	43	12	11	16	21	11	1166
7:30 AM	49	725	5	4	241	17	33	16	15	14	28	29	1176
7:45 AM	47	779	6	10	313	32	44	23	22	15	37	32	1360
8:00 AM	55	675	12	20	356	41	52	30	24	13	29	45	1352
8:15 AM	54	624	14	15	334	72	39	41	32	24	44	30	1323
8:30 AM	54	618	15	15	366	72	43	51	38	14	68	38	1392
8:45 AM	51	629	17	10	327	20	48	42	54	25	42	44	1309
9:00 AM	29	603	12	14	362	11	29	33	80	23	23	34	1253
9:15 AM	38	509	15	16	302	22	38	25	76	15	26	21	1103
9:30 AM	25	495	14	8	294	19	35	29	65	20	17	20	1041
9:45 AM	26	414	9	10	303	14	30	19	70	23	20	18	956
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	526	7455	134	131	3584	346	454	326	491	209	371	340	14367
APPROACH %'s :	6.48%	91.87%	1.65%	3.23%	88.25%	8.52%	35.72%	25.65%	38.63%	22.72%	40.33%	36.96%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	210	2696	47	60	1369	217	178	145	116	66	178	145	5427
PEAK HR FACTOR :		0.887			0.908			0.831			0.810		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-003

Day: Thursday

TOTALS

City: Culver City/Los Angeles

Date: 3/10/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Sawtelle Blvd			Sawtelle Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3.5	0.5	1	2.5	0.5	1	1	1	1	2	0	
3:00 PM	23	372	28	32	361	67	41	48	33	24	40	30	1099
3:15 PM	20	387	23	29	412	37	31	57	55	23	51	53	1178
3:30 PM	24	444	24	31	407	25	44	47	58	27	44	32	1207
3:45 PM	37	445	23	26	427	31	47	44	56	26	30	25	1217
4:00 PM	29	425	18	27	449	35	39	37	69	26	35	22	1211
4:15 PM	36	422	17	30	393	35	41	65	50	27	31	26	1173
4:30 PM	15	389	26	16	441	35	48	55	83	26	36	22	1192
4:45 PM	22	472	29	23	430	27	44	57	69	26	41	24	1264
5:00 PM	29	438	28	27	421	34	43	52	69	26	24	28	1219
5:15 PM	34	464	22	27	452	32	48	61	63	29	37	24	1293
5:30 PM	28	455	17	25	440	40	48	46	62	29	29	33	1252
5:45 PM	21	429	16	19	442	43	41	52	77	32	32	20	1224
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	318	5142	271	312	5075	441	515	621	744	321	430	339	14529
APPROACH %'s :	5.55%	89.72%	4.73%	5.35%	87.08%	7.57%	27.39%	33.03%	39.57%	29.45%	39.45%	31.10%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	113	1829	96	102	1743	133	183	216	263	110	131	109	5028
PEAK HR FACTOR :		0.974			0.968			0.962			0.962		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-004

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Overland Ave			Overland Ave			Sawtelle Blvd			Sawtelle Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	17	200	0	0	69	11	10	0	9	0	0	0	316
7:15 AM	20	273	0	0	83	14	12	0	12	0	0	0	414
7:30 AM	26	312	0	0	114	28	18	0	11	0	0	0	509
7:45 AM	41	279	0	0	175	32	23	0	19	0	0	0	569
8:00 AM	37	277	0	0	156	48	30	0	19	0	0	0	567
8:15 AM	52	253	0	0	151	51	25	0	28	0	0	0	560
8:30 AM	79	247	0	0	142	62	28	0	45	0	0	0	603
8:45 AM	22	270	0	0	166	40	54	0	42	0	0	0	594
9:00 AM	15	293	0	0	131	29	28	0	15	0	0	0	511
9:15 AM	20	284	0	0	166	29	40	0	14	0	0	0	553
9:30 AM	23	256	0	0	140	25	31	0	12	0	0	0	487
9:45 AM	17	183	0	0	125	21	13	0	15	0	0	0	374
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	369	3127	0	0	1618	390	312	0	241	0	0	0	6057
APPROACH %'s :	10.55%	89.45%	0.00%	0.00%	80.58%	19.42%	56.42%	0.00%	43.58%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	190	1047	0	0	615	201	137	0	134	0	0	0	2324
PEAK HR FACTOR :		0.949			0.990			0.706			0.000		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-004

Day: Thursday

City: Los Angeles

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Overland Ave			Overland Ave			Sawtelle Blvd			Sawtelle Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	55	181	0	0	194	41	38	0	42	0	0	0	551
3:15 PM	27	196	0	0	192	39	60	0	65	0	0	0	579
3:30 PM	17	198	0	0	237	30	36	0	60	0	0	0	578
3:45 PM	13	250	0	0	239	27	35	0	45	0	0	0	609
4:00 PM	18	249	0	0	238	20	21	0	41	0	0	0	587
4:15 PM	30	232	0	0	224	26	38	0	52	0	0	0	602
4:30 PM	28	286	0	0	219	19	34	0	42	0	0	0	628
4:45 PM	23	256	0	0	213	29	39	0	52	0	0	0	612
5:00 PM	20	287	0	0	249	26	30	0	43	0	0	0	655
5:15 PM	30	244	0	0	227	29	34	0	52	0	0	0	616
5:30 PM	37	284	0	0	237	24	41	0	57	0	0	0	680
5:45 PM	23	294	0	0	249	28	31	0	65	0	0	0	690
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	321	2957	0	0	2718	338	437	0	616	0	0	0	7387
APPROACH %'s :	9.79%	90.21%	0.00%	0.00%	88.94%	11.06%	41.50%	0.00%	58.50%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	110	1109	0	0	962	107	136	0	217	0	0	0	2641
PEAK HR FACTOR :		0.949			0.965			0.901			0.000		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-005 **Day:** Wednesday

TOTALS

City: Los Angeles/Inglewood **Date:** 3/9/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Jefferson Blvd-Playa St			Jefferson Blvd-Playa St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	1.5	0.5	2	2.5	0.5	
7:00 AM	4	626	49	9	123	85	96	55	1	11	34	37	1130
7:15 AM	4	620	40	2	126	108	124	58	0	20	47	74	1223
7:30 AM	10	689	36	2	151	101	142	78	4	22	46	65	1346
7:45 AM	12	575	30	6	204	136	120	73	3	29	57	102	1347
8:00 AM	14	617	40	19	227	148	125	71	5	23	57	59	1405
8:15 AM	8	504	35	16	201	127	127	79	6	22	57	69	1251
8:30 AM	10	565	34	12	229	138	110	64	4	24	54	55	1299
8:45 AM	8	507	49	19	189	116	112	70	4	26	70	42	1212
9:00 AM	7	560	47	9	180	120	117	67	5	26	55	42	1235
9:15 AM	15	427	71	12	182	122	118	76	4	21	61	31	1140
9:30 AM	17	438	37	11	161	101	107	46	7	31	57	30	1043
9:45 AM	14	366	29	14	140	111	114	71	6	17	54	28	964
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	123	6494	497	131	2113	1413	1412	808	49	272	649	634	14595
APPROACH %'s :	1.73%	91.28%	6.99%	3.58%	57.78%	38.64%	62.23%	35.61%	2.16%	17.49%	41.74%	40.77%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	44	2385	141	43	783	512	514	301	18	96	217	295	5349
PEAK HR FACTOR :		0.874			0.849			0.930			0.809		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-005

Day: Wednesday

TOTALS

City: Los Angeles/Inglewood

Date: 3/9/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Jefferson Blvd-Playa St			Jefferson Blvd-Playa St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	2	1.5	0.5	2	2.5	0.5	
3:00 PM	23	272	39	28	270	120	109	47	4	40	46	35	1033
3:15 PM	25	263	32	30	356	122	110	46	8	47	43	31	1113
3:30 PM	13	302	32	37	372	104	108	78	7	49	59	31	1192
3:45 PM	16	319	38	39	356	134	111	63	10	45	36	27	1194
4:00 PM	16	298	42	30	373	122	113	78	7	37	46	33	1195
4:15 PM	18	328	58	18	354	113	143	83	10	47	56	20	1248
4:30 PM	18	363	58	26	354	126	131	63	9	43	51	22	1264
4:45 PM	15	373	36	29	404	132	142	64	11	48	46	32	1332
5:00 PM	19	363	27	29	407	127	129	88	5	57	64	33	1348
5:15 PM	17	311	53	33	414	107	171	79	4	65	75	31	1360
5:30 PM	20	321	51	29	374	121	146	108	6	62	59	42	1339
5:45 PM	15	259	49	30	403	110	117	115	12	62	87	29	1288
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	215	3772	515	358	4437	1438	1530	912	93	602	668	366	14906
APPROACH %'s :	4.78%	83.78%	11.44%	5.74%	71.19%	23.07%	60.36%	35.98%	3.67%	36.80%	40.83%	22.37%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	71	1368	167	120	1599	487	588	339	26	232	244	138	5379
PEAK HR FACTOR :		0.947			0.976			0.916			0.898		0.989

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-006

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Slauson Ave			Slauson Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0.5	0.5	1	1	1	1	3	1	1	3	0	
7:00 AM	92	24	5	0	5	16	13	164	28	1	121	3	472
7:15 AM	87	27	1	0	5	23	14	175	20	1	150	3	506
7:30 AM	67	24	4	3	3	23	19	230	37	3	147	5	565
7:45 AM	75	30	7	1	5	28	26	205	33	2	185	2	599
8:00 AM	82	20	7	1	10	23	26	207	48	3	201	5	633
8:15 AM	78	48	4	3	12	19	36	214	43	7	168	14	646
8:30 AM	101	70	5	4	21	31	36	164	31	6	191	8	668
8:45 AM	103	15	3	6	17	39	23	183	23	3	179	6	600
9:00 AM	106	22	2	0	13	25	11	185	37	4	173	9	587
9:15 AM	86	12	8	5	9	18	17	197	49	5	192	7	605
9:30 AM	88	25	8	6	13	21	8	161	37	10	155	9	541
9:45 AM	86	12	8	4	12	24	13	169	56	8	165	5	562
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1051	329	62	33	125	290	242	2254	442	53	2027	76	6984
APPROACH %'s :	72.88%	22.82%	4.30%	7.37%	27.90%	64.73%	8.24%	76.72%	15.04%	2.46%	94.02%	3.53%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	364	153	19	14	60	112	121	768	145	19	739	33	2547
PEAK HR FACTOR :		0.761			0.750			0.882			0.946		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-006

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Slauson Ave			Slauson Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0.5	0.5	1	1	1	1	3	1	1	3	0	
3:00 PM	96	26	5	4	13	28	31	143	60	15	111	15	547
3:15 PM	96	19	3	7	32	39	24	104	77	22	154	13	590
3:30 PM	87	16	13	6	40	37	25	168	83	12	141	9	637
3:45 PM	100	12	10	5	30	45	23	153	84	14	127	7	610
4:00 PM	105	17	9	5	24	40	28	160	76	12	163	6	645
4:15 PM	93	15	7	1	26	33	24	188	55	19	152	4	617
4:30 PM	111	13	6	5	24	48	20	169	57	16	144	7	620
4:45 PM	87	15	9	4	31	49	37	180	78	11	160	7	668
5:00 PM	121	18	4	8	39	29	24	218	64	6	172	5	708
5:15 PM	91	18	5	11	23	28	30	226	65	12	216	6	731
5:30 PM	85	16	9	7	28	37	24	285	61	10	170	13	745
5:45 PM	87	12	2	11	34	32	23	227	60	4	213	8	713
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1159	197	82	74	344	445	313	2221	820	153	1923	100	7831
APPROACH %'s :	80.60%	13.70%	5.70%	8.57%	39.86%	51.56%	9.33%	66.22%	24.45%	7.03%	88.37%	4.60%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	384	64	20	37	124	126	101	956	250	32	771	32	2897
PEAK HR FACTOR :		0.818			0.932			0.883			0.892		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-007

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	3	0	1	2	1	2	2	1	
7:00 AM	28	610	6	14	113	2	2	27	7	32	77	70	988
7:15 AM	17	560	8	17	124	2	6	22	4	34	88	95	977
7:30 AM	28	619	11	28	147	0	7	26	9	19	58	107	1059
7:45 AM	28	484	10	50	176	5	8	29	10	33	74	130	1037
8:00 AM	21	556	7	31	209	6	11	42	11	38	72	104	1108
8:15 AM	29	433	14	52	165	7	8	47	17	22	105	101	1000
8:30 AM	42	544	10	44	201	3	8	30	16	24	99	69	1090
8:45 AM	36	502	14	41	172	1	6	31	14	23	88	77	1005
9:00 AM	37	518	12	34	163	5	6	30	9	24	79	72	989
9:15 AM	28	421	14	50	150	8	9	44	14	33	76	85	932
9:30 AM	28	412	9	42	139	10	9	30	19	33	74	70	875
9:45 AM	19	340	15	48	107	7	13	49	17	39	71	65	790
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	341	5999	130	451	1866	56	93	407	147	354	961	1045	11850
APPROACH %'s :	5.27%	92.72%	2.01%	19.01%	78.63%	2.36%	14.37%	62.91%	22.72%	15.00%	40.72%	44.28%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	120	2017	41	177	751	21	35	148	54	117	350	404	4235
PEAK HR FACTOR :		0.914			0.957			0.823			0.919		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-007

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	3	0	1	2	1	2	2	1	
3:00 PM	41	302	36	82	246	5	9	55	22	39	73	46	956
3:15 PM	42	270	24	76	311	4	12	88	27	49	76	79	1058
3:30 PM	31	305	24	106	322	10	13	79	38	54	71	67	1120
3:45 PM	43	330	19	89	329	5	7	89	23	49	83	75	1141
4:00 PM	34	300	13	86	338	6	11	64	37	70	82	71	1112
4:15 PM	37	272	19	85	334	5	10	68	30	62	79	60	1061
4:30 PM	30	276	21	83	324	9	11	66	29	58	77	85	1069
4:45 PM	31	332	17	77	371	4	13	64	32	69	78	63	1151
5:00 PM	33	316	17	72	369	5	11	71	30	47	103	86	1160
5:15 PM	34	312	21	81	360	4	12	61	34	53	74	66	1112
5:30 PM	46	293	17	74	345	3	11	61	30	47	63	74	1064
5:45 PM	34	280	18	77	369	4	5	70	27	44	67	53	1048
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	436	3588	246	988	4018	64	125	836	359	641	926	825	13052
APPROACH %'s :	10.21%	84.03%	5.76%	19.49%	79.25%	1.26%	9.47%	63.33%	27.20%	26.80%	38.71%	34.49%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	128	1236	76	313	1424	22	47	262	125	227	332	300	4492
PEAK HR FACTOR :		0.947			0.973			0.969			0.910		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-008

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Marina Freeway (SR-90)			Marina Freeway (SR-90)			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	2	1	0.5	0.5	1	3	1	3	2	1	
7:00 AM	24	0	195	3	1	1	2	57	85	594	282	4	1248
7:15 AM	20	0	200	0	0	0	0	44	92	622	347	2	1327
7:30 AM	50	0	265	0	0	0	2	65	107	559	330	1	1379
7:45 AM	42	3	278	0	0	1	8	94	98	555	326	1	1406
8:00 AM	56	1	367	0	0	0	2	87	162	568	298	0	1541
8:15 AM	43	1	357	0	0	0	0	102	151	528	256	1	1439
8:30 AM	51	1	366	0	0	0	2	84	114	535	252	0	1405
8:45 AM	58	1	321	0	0	2	1	78	132	537	249	1	1380
9:00 AM	64	0	290	1	0	1	0	85	116	511	253	2	1323
9:15 AM	44	0	266	0	0	0	3	104	109	529	236	1	1292
9:30 AM	63	1	266	1	0	0	0	101	98	471	279	0	1280
9:45 AM	48	2	231	0	0	1	1	84	81	477	259	1	1185
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	563	10	3402	5	1	6	21	985	1345	6486	3367	14	16205
APPROACH %'s :	14.16%	0.25%	85.58%	41.67%	8.33%	50.00%	0.89%	41.90%	57.21%	65.73%	34.12%	0.14%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	192	6	1368	0	0	1	12	367	525	2186	1132	2	5791
PEAK HR FACTOR :		0.923			0.250			0.893			0.941		0.939

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-008 **Day:** Wednesday

TOTALS

City: Culver City **Date:** 3/9/2016

PM

NS/EW Streets:	Marina Freeway (SR-90)			Marina Freeway (SR-90)			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	2	1	0.5	0.5	1	3	1	3	2	1	
3:00 PM	74	0	357	2	0	1	3	176	100	217	180	1	1111
3:15 PM	64	0	389	1	0	0	1	206	68	195	184	2	1110
3:30 PM	89	0	398	0	0	2	0	214	91	208	197	0	1199
3:45 PM	64	0	389	0	0	0	2	175	89	199	173	2	1093
4:00 PM	73	0	364	14	1	4	1	161	88	173	183	0	1062
4:15 PM	68	2	379	0	1	0	0	202	102	209	203	0	1166
4:30 PM	87	0	397	1	0	1	2	175	89	174	198	1	1125
4:45 PM	86	0	366	0	0	0	2	181	119	228	219	0	1201
5:00 PM	103	0	307	1	3	1	0	149	122	211	224	1	1122
5:15 PM	97	0	333	1	3	1	3	155	140	194	210	0	1137
5:30 PM	119	1	301	0	1	0	2	138	130	192	184	0	1068
5:45 PM	103	0	347	0	0	0	0	189	120	191	171	0	1121
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1027	3	4327	20	9	10	16	2121	1258	2391	2326	7	13515
APPROACH %'s :	19.17%	0.06%	80.77%	51.28%	23.08%	25.64%	0.47%	62.47%	37.05%	50.61%	49.24%	0.15%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	344	2	1449	2	4	2	4	707	432	822	844	2	4614
PEAK HR FACTOR :		0.927			0.400			0.940			0.933		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-009 **Day:** Wednesday

TOTALS

City: Culver City **Date:** 3/9/2016

AM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	1	0	1	3	1	2	3	0	
7:00 AM	51	0	11	0	0	0	2	200	44	12	820	1	1141
7:15 AM	64	0	10	0	0	0	2	199	51	15	920	2	1263
7:30 AM	73	0	10	2	0	0	2	264	51	18	798	4	1222
7:45 AM	60	3	11	0	0	0	7	291	71	22	837	2	1304
8:00 AM	53	3	14	0	0	0	1	345	100	17	796	3	1332
8:15 AM	57	6	9	1	0	2	2	371	85	10	740	8	1291
8:30 AM	68	2	10	1	0	1	4	359	88	17	702	9	1261
8:45 AM	43	3	17	0	1	1	7	318	82	18	759	10	1259
9:00 AM	52	7	20	3	3	3	9	265	99	17	691	10	1179
9:15 AM	50	2	17	5	2	1	4	308	63	34	747	12	1245
9:30 AM	42	1	23	3	0	0	2	281	82	30	680	9	1153
9:45 AM	44	0	17	0	0	3	6	240	75	26	703	5	1119

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	657	27	169	15	6	11	48	3441	891	236	9193	75	14769
APPROACH %'s :	77.02%	3.17%	19.81%	46.88%	18.75%	34.38%	1.10%	78.56%	20.34%	2.48%	96.73%	0.79%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	238	14	44	2	0	3	14	1366	344	66	3075	22	5188
PEAK HR FACTOR :		0.925			0.417			0.941			0.918		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-009

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	1	0	1	3	1	2	3	0	
3:00 PM	42	1	40	3	2	10	2	498	40	13	364	5	1020
3:15 PM	32	0	18	2	1	3	3	542	47	14	331	1	994
3:30 PM	53	1	31	18	4	8	1	569	46	16	365	2	1114
3:45 PM	48	1	28	4	0	7	4	505	46	15	286	2	946
4:00 PM	40	1	21	0	0	4	3	472	68	13	341	2	965
4:15 PM	35	5	18	3	1	4	5	498	72	21	339	2	1003
4:30 PM	40	0	19	2	5	5	1	508	72	19	340	5	1016
4:45 PM	39	1	16	2	1	7	5	443	85	16	380	1	996
5:00 PM	61	0	24	6	5	23	1	397	71	15	380	0	983
5:15 PM	44	1	6	3	1	0	2	393	88	17	334	0	889
5:30 PM	48	0	17	1	1	1	1	361	82	25	344	0	881
5:45 PM	43	0	20	0	1	1	1	424	106	17	306	0	919
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	525	11	258	44	22	73	29	5610	823	201	4110	20	11726
APPROACH %'s :	66.12%	1.39%	32.49%	31.65%	15.83%	52.52%	0.45%	86.82%	12.74%	4.64%	94.90%	0.46%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	175	3	117	27	7	28	10	2114	179	58	1346	10	4074
PEAK HR FACTOR :		0.868			0.517			0.935			0.923		0.914

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-010

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Buckingham Pkwy			Buckingham Pkwy			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	1.5	1	0.5	1.5	2	3	1	2	3	0	
7:00 AM	12	1	47	0	1	0	6	208	8	50	837	10	1180
7:15 AM	12	1	36	1	1	0	4	161	6	54	950	3	1229
7:30 AM	11	3	29	1	1	1	13	263	13	58	796	5	1194
7:45 AM	8	10	46	6	1	0	9	256	11	78	878	8	1311
8:00 AM	9	4	57	1	0	2	18	350	17	75	788	7	1328
8:15 AM	7	5	41	2	0	3	15	342	6	97	768	17	1303
8:30 AM	13	7	53	3	0	2	22	355	15	57	687	10	1224
8:45 AM	17	13	48	0	0	7	25	266	9	67	788	19	1259
9:00 AM	8	7	35	2	1	3	19	269	12	74	716	26	1172
9:15 AM	12	4	44	3	3	10	23	251	14	89	742	18	1213
9:30 AM	10	4	40	2	2	6	22	248	12	81	730	19	1176
9:45 AM	16	7	46	6	1	5	14	207	10	95	703	24	1134
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	135	66	522	27	11	39	190	3176	133	875	9383	166	14723
APPROACH %'s :	18.67%	9.13%	72.20%	35.06%	14.29%	50.65%	5.43%	90.77%	3.80%	8.39%	90.01%	1.59%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	37	26	197	12	1	7	64	1303	49	307	3121	42	5166
PEAK HR FACTOR :		0.890			0.714			0.903			0.900		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-010

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Buckingham Pkwy			Buckingham Pkwy			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	1.5	1	0.5	1.5	2	3	1	2	3	0	
3:00 PM	7	4	83	10	1	9	9	554	15	50	397	4	1143
3:15 PM	6	9	90	13	5	12	15	558	13	47	351	8	1127
3:30 PM	7	5	123	17	3	12	15	562	30	41	348	7	1170
3:45 PM	7	11	89	17	2	14	10	477	17	43	288	11	986
4:00 PM	7	7	127	25	9	10	8	537	6	36	349	10	1131
4:15 PM	3	11	118	13	6	9	7	495	19	52	368	5	1106
4:30 PM	5	4	129	23	2	14	9	520	18	53	347	7	1131
4:45 PM	6	9	139	15	5	14	4	476	11	49	378	3	1109
5:00 PM	9	9	199	24	6	23	4	456	12	67	378	8	1195
5:15 PM	11	9	209	18	8	21	9	399	9	64	328	10	1095
5:30 PM	8	12	198	21	5	15	6	411	9	42	358	11	1096
5:45 PM	10	12	179	14	8	16	6	407	13	51	284	12	1012
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	102	1683	210	60	169	102	5852	172	595	4174	96	13301
APPROACH %'s :	4.60%	5.45%	89.95%	47.84%	13.67%	38.50%	1.67%	95.53%	2.81%	12.23%	85.80%	1.97%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	23	33	585	75	19	60	24	1947	60	221	1471	23	4541
PEAK HR FACTOR :		0.738			0.726			0.928			0.946		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-011

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Corning Ave			Corning Ave			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	3	0	1	3	0	
7:00 AM	6	4	27	32	5	8	2	203	2	6	812	13	1120
7:15 AM	7	7	27	35	2	3	1	193	1	17	879	13	1185
7:30 AM	3	4	43	36	9	4	1	233	3	12	786	17	1151
7:45 AM	9	5	52	19	10	6	0	310	3	27	853	23	1317
8:00 AM	13	7	58	35	11	4	1	300	1	25	736	19	1210
8:15 AM	6	2	29	29	3	1	2	360	1	16	753	30	1232
8:30 AM	8	5	24	39	1	4	1	337	3	9	673	29	1133
8:45 AM	3	3	19	32	5	5	1	307	3	9	773	26	1186
9:00 AM	4	5	21	23	9	7	5	251	3	13	734	25	1100
9:15 AM	8	6	18	33	4	3	2	268	2	10	776	25	1155
9:30 AM	6	1	12	37	4	7	2	255	1	12	709	31	1077
9:45 AM	3	5	20	26	3	3	1	231	3	9	821	24	1149
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	76	54	350	376	66	55	19	3248	26	165	9305	275	14015
APPROACH %'s :	15.83%	11.25%	72.92%	75.65%	13.28%	11.07%	0.58%	98.63%	0.79%	1.69%	95.48%	2.82%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	31	18	182	119	33	15	4	1203	8	80	3128	89	4910
PEAK HR FACTOR :		0.740			0.835			0.837			0.913		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-011

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Corning Ave			Corning Ave			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	3	0	1	3	0	
3:00 PM	6	7	23	14	2	4	1	536	2	15	388	18	1016
3:15 PM	5	4	30	21	2	6	1	566	6	21	369	24	1055
3:30 PM	3	4	32	23	7	4	1	560	4	25	402	22	1087
3:45 PM	4	5	45	19	1	0	0	593	1	24	394	17	1103
4:00 PM	8	6	43	22	6	4	1	598	1	29	423	24	1165
4:15 PM	2	6	48	24	2	2	1	599	1	32	406	28	1151
4:30 PM	2	1	39	14	5	2	2	604	5	46	428	23	1171
4:45 PM	4	8	38	30	7	3	1	592	2	26	420	31	1162
5:00 PM	1	6	55	15	3	5	1	606	2	44	374	24	1136
5:15 PM	1	5	77	24	7	1	3	572	0	23	369	23	1105
5:30 PM	3	11	89	22	6	5	3	564	1	32	430	33	1199
5:45 PM	1	3	130	23	7	2	1	490	0	28	367	35	1087
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	40	66	649	251	55	38	16	6880	25	345	4770	302	13437
APPROACH %'s :	5.30%	8.74%	85.96%	72.97%	15.99%	11.05%	0.23%	99.41%	0.36%	6.37%	88.06%	5.58%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	16	21	168	90	20	11	5	2393	9	133	1677	106	4649
PEAK HR FACTOR :		0.899			0.756			0.985			0.964		0.993

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-012

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	La Cienega Blvd SB Ramps			La Cienega Blvd SB Ramps			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0.5	1.5	0	5	0	1	3	0	
7:00 AM	0	0	0	10	1	241	0	225	23	13	618	0	1131
7:15 AM	0	0	0	12	1	207	0	242	27	17	679	0	1185
7:30 AM	0	0	0	7	0	274	0	282	31	9	568	0	1171
7:45 AM	0	0	0	10	1	284	0	361	28	11	581	0	1276
8:00 AM	0	0	0	8	0	302	0	355	31	10	499	0	1205
8:15 AM	0	0	0	3	1	269	0	397	30	6	509	0	1215
8:30 AM	0	0	0	12	1	281	0	362	36	12	477	0	1181
8:45 AM	0	0	0	12	0	266	0	326	26	16	520	0	1166
9:00 AM	0	0	0	16	1	282	0	267	24	16	478	0	1084
9:15 AM	0	0	0	13	0	268	0	321	20	36	531	0	1189
9:30 AM	0	0	0	9	1	248	0	258	13	43	493	0	1065
9:45 AM	0	0	0	14	0	282	0	274	33	61	519	0	1183
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	126	7	3204	0	3670	322	250	6472	0	14051
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	3.78%	0.21%	96.01%	0.00%	91.93%	8.07%	3.72%	96.28%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	33	3	1136	0	1475	125	39	2066	0	4877
PEAK HR FACTOR :		0.000			0.945			0.937			0.889		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-012

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	La Cienega Blvd SB Ramps			La Cienega Blvd SB Ramps			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0.5	1.5	0	5	0	1	3	0	
3:00 PM	0	0	0	36	0	161	0	541	35	57	243	0	1073
3:15 PM	0	0	0	28	0	129	0	580	24	54	294	0	1109
3:30 PM	0	0	0	36	1	173	0	600	31	48	243	0	1132
3:45 PM	0	0	0	28	1	153	0	580	27	57	235	0	1081
4:00 PM	0	0	0	47	2	152	0	648	27	54	249	0	1179
4:15 PM	0	0	0	47	13	195	0	620	15	29	283	0	1202
4:30 PM	0	0	0	68	9	187	0	632	20	38	239	0	1193
4:45 PM	0	0	0	45	6	181	0	639	18	42	298	0	1229
5:00 PM	0	0	0	42	1	164	0	638	14	35	271	0	1165
5:15 PM	0	0	0	39	0	150	0	649	21	42	296	0	1197
5:30 PM	0	0	0	43	0	168	0	686	18	31	252	0	1198
5:45 PM	0	0	0	35	2	128	0	591	19	42	264	0	1081
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	494	35	1941	0	7404	269	529	3167	0	13839
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.00%	1.42%	78.58%	0.00%	96.49%	3.51%	14.31%	85.69%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	207	30	715	0	2539	80	163	1069	0	4803
PEAK HR FACTOR :		0.000			0.902			0.970			0.906		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-013

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	La Cienega Blvd NB Ramps			La Cienega Blvd NB Ramps			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	0	0	2	3	0	0	4	1	
7:00 AM	190	2	21	0	0	0	80	164	0	0	434	11	902
7:15 AM	153	0	20	0	0	0	79	171	0	0	554	10	987
7:30 AM	183	1	35	0	0	0	93	199	0	0	391	8	910
7:45 AM	125	0	41	0	0	0	91	264	0	0	471	12	1004
8:00 AM	133	0	24	0	0	0	122	253	0	0	384	12	928
8:15 AM	125	2	26	0	0	0	121	257	0	0	386	11	928
8:30 AM	123	0	37	0	0	0	132	262	0	0	354	14	922
8:45 AM	97	3	48	0	0	0	86	219	0	0	451	16	920
9:00 AM	122	1	36	0	0	0	103	212	0	0	365	16	855
9:15 AM	78	2	26	0	0	0	95	221	0	0	476	15	913
9:30 AM	79	2	38	0	0	0	82	204	0	0	453	27	885
9:45 AM	82	0	34	0	0	0	73	211	0	0	505	19	924
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1490	13	386	0	0	0	1157	2637	0	0	5224	171	11078
APPROACH %'s :	78.88%	0.69%	20.43%	#DIV/0!	#DIV/0!	#DIV/0!	30.50%	69.50%	0.00%	0.00%	96.83%	3.17%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	594	1	120	0	0	0	385	887	0	0	1800	42	3829
PEAK HR FACTOR :		0.816			0.000			0.848			0.816		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-013

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	La Cienega Blvd NB Ramps			La Cienega Blvd NB Ramps			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	0	0	2	3	0	0	4	1	
3:00 PM	26	3	36	0	0	0	147	451	0	0	262	18	943
3:15 PM	32	1	50	0	0	0	147	448	0	0	327	29	1034
3:30 PM	23	0	39	0	0	0	171	492	0	0	265	13	1003
3:45 PM	33	3	43	0	0	0	117	463	0	0	266	17	942
4:00 PM	23	1	43	0	0	0	171	547	0	0	269	22	1076
4:15 PM	33	1	44	0	0	0	136	500	0	0	275	19	1008
4:30 PM	18	0	32	0	0	0	151	569	0	0	272	21	1063
4:45 PM	24	2	39	0	0	0	132	524	0	0	326	14	1061
5:00 PM	24	0	33	0	0	0	177	533	0	0	279	25	1071
5:15 PM	27	2	53	0	0	0	157	508	0	0	303	20	1070
5:30 PM	19	1	49	0	0	0	160	592	0	0	252	22	1095
5:45 PM	27	3	65	0	0	0	101	502	0	0	287	11	996
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	309	17	526	0	0	0	1767	6129	0	0	3383	231	12362
APPROACH %'s :	36.27%	2.00%	61.74%	#DIV/0!	#DIV/0!	#DIV/0!	22.38%	77.62%	0.00%	0.00%	93.61%	6.39%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	94	5	174	0	0	0	626	2157	0	0	1160	81	4297
PEAK HR FACTOR :		0.832			0.000			0.925			0.913		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-014

Day: Wednesday

City: Culver City

TOTALS

Date: 3/9/2016

AM

NS/EW Streets:	San Diego Freeway NB Ramps			San Diego Freeway NB Ramps			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	0.3	0	0	0	2	2	0	0	3	1	
7:00 AM	65	75	79	0	0	0	86	122	0	0	188	42	657
7:15 AM	55	84	68	0	0	0	85	147	0	0	207	53	699
7:30 AM	40	71	80	0	0	0	124	204	0	0	189	44	752
7:45 AM	43	91	92	0	0	0	82	176	0	0	234	62	780
8:00 AM	43	69	80	0	0	0	96	195	0	0	260	41	784
8:15 AM	42	75	87	0	0	0	100	211	0	0	238	36	789
8:30 AM	40	75	60	0	0	0	73	167	0	0	278	50	743
8:45 AM	60	79	77	0	0	0	81	156	0	0	264	51	768
9:00 AM	59	74	67	0	0	0	68	162	0	0	270	42	742
9:15 AM	50	70	83	0	0	0	63	186	0	0	243	47	742
9:30 AM	40	48	58	0	0	0	66	144	0	0	229	40	625
9:45 AM	59	41	50	0	0	0	74	194	0	0	227	40	685
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	596	852	881	0	0	0	998	2064	0	0	2827	548	8766
APPROACH %'s :	25.59%	36.58%	37.83%	#DIV/0!	#DIV/0!	#DIV/0!	32.59%	67.41%	0.00%	0.00%	83.76%	16.24%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	168	306	339	0	0	0	402	786	0	0	921	183	3105
PEAK HR FACTOR :		0.899			0.000			0.905			0.917		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-014

Day: Wednesday

City: Culver City

TOTALS

Date: 3/9/2016

PM

NS/EW Streets:	San Diego Freeway NB Ramps			San Diego Freeway NB Ramps			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	0.3	0.3	0	0	0	2	2	0	0	3	1	
3:00 PM	57	18	59	0	0	0	117	170	0	0	187	42	650
3:15 PM	53	50	58	0	0	0	87	155	0	0	265	33	701
3:30 PM	52	26	73	0	0	0	83	195	0	0	224	35	688
3:45 PM	41	8	75	0	0	0	80	192	0	0	251	27	674
4:00 PM	72	2	49	0	0	0	94	205	0	0	278	22	722
4:15 PM	48	3	82	0	0	0	63	193	0	0	256	29	674
4:30 PM	52	4	64	0	0	0	80	175	0	0	271	32	678
4:45 PM	56	2	99	0	0	0	75	201	0	0	255	31	719
5:00 PM	39	1	80	0	0	0	84	223	0	0	301	33	761
5:15 PM	49	2	96	0	0	0	97	235	0	0	288	42	809
5:30 PM	35	3	99	0	0	0	109	261	0	0	264	38	809
5:45 PM	61	2	90	0	0	0	111	229	0	0	289	35	817
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	615	121	924	0	0	0	1080	2434	0	0	3129	399	8702
APPROACH %'s :	37.05%	7.29%	55.66%	#DIV/0!	#DIV/0!	#DIV/0!	30.73%	69.27%	0.00%	0.00%	88.69%	11.31%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	184	8	365	0	0	0	401	948	0	0	1142	148	3196
PEAK HR FACTOR :		0.910			0.000			0.911			0.966		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-015

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	San Diego Freeway SB Ramps			San Diego Freeway SB Ramps			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	0.3	1.3	0	4	1	2	2	0	
7:00 AM	0	0	0	22	0	89	0	180	52	73	183	0	599
7:15 AM	0	0	0	22	0	104	0	216	75	61	196	0	674
7:30 AM	0	0	0	33	0	124	0	286	77	67	164	0	751
7:45 AM	0	0	0	20	1	138	0	243	73	74	202	0	751
8:00 AM	0	0	0	25	0	115	0	256	87	102	202	0	787
8:15 AM	0	0	0	25	0	141	0	292	90	94	186	0	828
8:30 AM	0	0	0	25	0	163	0	221	74	88	224	0	795
8:45 AM	0	0	0	27	0	200	0	198	46	99	232	0	802
9:00 AM	0	0	0	27	0	182	0	213	66	82	246	0	816
9:15 AM	0	0	0	35	0	178	0	208	52	56	230	0	759
9:30 AM	0	0	0	30	0	184	0	177	59	67	211	0	728
9:45 AM	0	0	0	33	0	167	0	236	54	68	209	0	767
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	324	1	1785	0	2726	805	931	2485	0	9057
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	15.36%	0.05%	84.60%	0.00%	77.20%	22.80%	27.25%	72.75%	0.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	104	0	686	0	924	276	363	888	0	3241
PEAK HR FACTOR :		0.000			0.870			0.785			0.945		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-015

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	San Diego Freeway SB Ramps			San Diego Freeway SB Ramps			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	0.3	1.3	0	4	1	2	2	0	
3:00 PM	0	0	0	24	2	67	0	261	143	81	173	0	751
3:15 PM	0	0	0	22	0	52	0	225	117	107	203	0	726
3:30 PM	0	0	0	23	2	37	0	251	89	85	198	0	685
3:45 PM	0	0	0	15	1	43	0	260	78	98	189	0	684
4:00 PM	0	0	0	29	0	47	0	266	110	119	236	0	807
4:15 PM	0	0	0	17	1	38	0	243	99	114	184	0	696
4:30 PM	0	0	0	21	0	25	0	239	72	134	195	0	686
4:45 PM	0	0	0	15	1	41	0	252	102	110	196	0	717
5:00 PM	0	0	0	22	0	35	0	285	100	146	198	0	786
5:15 PM	0	0	0	14	0	34	0	327	110	121	211	0	817
5:30 PM	0	0	0	18	0	38	0	343	97	139	163	0	798
5:45 PM	0	0	0	20	0	40	0	328	99	135	215	0	837
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	240	7	497	0	3280	1216	1389	2361	0	8990
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	32.26%	0.94%	66.80%	0.00%	72.95%	27.05%	37.04%	62.96%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	74	0	147	0	1283	406	541	787	0	3238
PEAK HR FACTOR :		0.000			0.921			0.960			0.949		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-016

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	Mesmar Ave			Mesmar Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	2	1	
7:00 AM	7	7	61	15	3	4	2	156	3	27	219	11	515
7:15 AM	12	9	89	14	8	2	0	184	6	37	234	18	613
7:30 AM	9	16	100	20	6	2	1	246	8	36	234	9	687
7:45 AM	9	10	63	17	3	9	2	242	5	53	286	11	710
8:00 AM	4	11	82	8	5	4	3	250	7	54	259	11	698
8:15 AM	13	9	81	19	6	7	2	256	14	72	229	9	717
8:30 AM	9	13	57	8	6	4	6	236	4	78	303	13	737
8:45 AM	8	10	65	11	10	11	3	172	6	78	324	16	714
9:00 AM	9	8	52	15	4	0	1	217	11	85	311	17	730
9:15 AM	8	10	53	14	3	7	3	191	9	85	291	17	691
9:30 AM	15	8	44	8	3	1	2	176	9	71	280	14	631
9:45 AM	10	6	55	9	5	3	1	219	9	69	284	18	688
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	113	117	802	158	62	54	26	2545	91	745	3254	164	8131
APPROACH %'s :	10.95%	11.34%	77.71%	57.66%	22.63%	19.71%	0.98%	95.60%	3.42%	17.90%	78.16%	3.94%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	39	40	255	53	26	22	12	881	35	313	1167	55	2898
PEAK HR FACTOR :		0.811			0.789			0.853			0.918		0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-016

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	Mesmar Ave			Mesmar Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	2	1	
3:00 PM	12	4	49	13	2	7	3	334	13	43	175	16	671
3:15 PM	21	4	57	10	5	5	5	281	6	46	191	14	645
3:30 PM	9	4	51	4	5	4	4	301	15	34	176	15	622
3:45 PM	13	8	48	17	8	2	1	270	19	50	178	14	628
4:00 PM	19	8	60	13	12	4	4	294	5	49	202	17	687
4:15 PM	7	6	50	10	6	3	4	264	12	37	159	18	576
4:30 PM	7	10	53	11	6	8	3	260	9	38	154	13	572
4:45 PM	7	13	60	8	5	8	4	260	9	33	181	10	598
5:00 PM	20	15	85	15	5	4	6	308	12	34	187	17	708
5:15 PM	10	15	68	15	6	6	3	333	10	28	194	10	698
5:30 PM	10	15	80	15	7	5	4	358	6	26	158	10	694
5:45 PM	11	7	67	13	8	2	6	323	7	40	197	9	690
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	146	109	728	144	75	58	47	3586	123	458	2152	163	7789
APPROACH %'s :	14.85%	11.09%	74.06%	51.99%	27.08%	20.94%	1.25%	95.47%	3.27%	16.52%	77.61%	5.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	51	52	300	58	26	17	19	1322	35	128	736	46	2790
PEAK HR FACTOR :		0.840			0.935			0.935			0.925		0.985

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-017

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Inglewood Blvd			Inglewood Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2.5	1	0.5	1	2	0	1	3	0	1	3	0	
7:00 AM	174	123	3	19	28	21	15	163	69	5	182	25	827
7:15 AM	166	190	1	20	31	17	34	174	72	2	173	28	908
7:30 AM	144	203	2	20	55	30	38	194	96	4	211	36	1033
7:45 AM	169	187	1	33	76	24	24	182	110	9	192	31	1038
8:00 AM	163	162	5	51	90	37	20	186	151	9	196	27	1097
8:15 AM	137	206	4	43	91	33	26	224	140	4	213	27	1148
8:30 AM	145	198	7	41	73	38	23	217	135	9	240	21	1147
8:45 AM	143	139	1	48	74	61	23	162	152	10	269	27	1109
9:00 AM	143	151	6	31	75	63	14	176	122	11	277	39	1108
9:15 AM	159	130	4	41	66	42	23	210	119	17	239	25	1075
9:30 AM	139	98	4	27	70	46	22	154	109	14	248	23	954
9:45 AM	136	85	6	35	58	31	13	175	93	17	242	25	916
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1818	1872	44	409	787	443	275	2217	1368	111	2682	334	12360
APPROACH %'s :	48.69%	50.13%	1.18%	24.95%	48.02%	27.03%	7.12%	57.44%	35.44%	3.55%	85.77%	10.68%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	568	694	18	163	313	195	86	779	549	34	999	114	4512
PEAK HR FACTOR :		0.914			0.917			0.906			0.877		0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-017

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	Inglewood Blvd			Inglewood Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2.5	1	0.5	1	2	0	1	3	0	1	3	0	
3:00 PM	121	59	10	39	123	20	20	299	215	3	169	40	1118
3:15 PM	103	56	4	55	159	27	19	254	231	8	167	29	1112
3:30 PM	79	63	3	69	189	28	27	270	254	5	186	49	1222
3:45 PM	99	52	5	59	171	40	24	213	230	7	204	36	1140
4:00 PM	99	72	18	63	178	26	21	236	248	6	151	38	1156
4:15 PM	106	63	5	74	181	30	20	224	253	5	164	39	1164
4:30 PM	81	60	7	38	230	38	20	230	269	4	184	28	1189
4:45 PM	107	74	9	63	198	23	25	243	258	6	161	26	1193
5:00 PM	116	82	6	59	211	18	18	260	299	4	175	39	1287
5:15 PM	112	68	10	55	190	30	21	237	284	5	164	33	1209
5:30 PM	129	82	6	41	226	15	22	268	279	7	188	43	1306
5:45 PM	102	92	4	41	214	25	27	263	276	3	183	32	1262
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1254	823	87	656	2270	320	264	2997	3096	63	2096	432	14358
APPROACH %'s :	57.95%	38.03%	4.02%	20.21%	69.93%	9.86%	4.15%	47.14%	48.70%	2.43%	80.90%	16.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	459	324	26	196	841	88	88	1028	1138	19	710	147	5064
PEAK HR FACTOR :		0.932			0.977			0.977			0.920		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-018

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	Centinela Ave			Centinela Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	2	1	2	3	1	2	3	1	
7:00 AM	2	6	11	46	20	84	68	192	13	25	205	106	778
7:15 AM	12	15	8	39	18	98	107	204	9	20	192	111	833
7:30 AM	3	9	13	46	20	125	111	294	17	24	273	92	1027
7:45 AM	9	22	8	80	29	151	136	216	29	23	239	86	1028
8:00 AM	5	9	12	103	47	168	108	271	28	22	283	77	1133
8:15 AM	10	22	10	98	55	191	119	272	28	29	228	87	1149
8:30 AM	8	17	12	90	63	170	150	298	41	35	301	60	1245
8:45 AM	12	18	14	98	108	233	135	212	59	34	290	76	1289
9:00 AM	11	20	10	78	79	247	132	249	48	58	376	74	1382
9:15 AM	17	19	13	82	122	232	125	249	39	30	285	74	1287
9:30 AM	14	12	16	63	77	206	97	211	26	47	328	69	1166
9:45 AM	12	12	10	83	66	205	63	186	28	32	264	83	1044
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	115	181	137	906	704	2110	1351	2854	365	379	3264	995	13361
APPROACH %'s :	26.56%	41.80%	31.64%	24.35%	18.92%	56.72%	29.56%	62.45%	7.99%	8.17%	70.38%	21.45%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	48	74	49	348	372	882	542	1008	187	157	1252	284	5203
PEAK HR FACTOR :		0.872			0.912			0.888			0.833		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-018

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Centinela Ave			Centinela Ave			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	2	1	2	3	1	2	3	1	
3:00 PM	23	86	105	120	18	129	94	294	4	17	243	80	1213
3:15 PM	20	36	57	169	21	132	101	288	17	13	205	61	1120
3:30 PM	16	30	68	142	21	127	87	330	9	17	241	52	1140
3:45 PM	15	31	47	165	15	128	73	242	18	14	213	56	1017
4:00 PM	19	31	38	158	23	118	99	297	14	11	225	70	1103
4:15 PM	27	26	33	157	29	135	73	293	15	5	212	66	1071
4:30 PM	34	31	36	125	20	103	104	345	11	7	246	61	1123
4:45 PM	25	48	46	146	19	176	80	288	9	9	194	76	1116
5:00 PM	43	67	42	155	20	166	94	359	13	5	261	71	1296
5:15 PM	40	74	39	178	11	164	99	306	17	8	240	61	1237
5:30 PM	35	81	52	155	12	170	115	331	11	8	247	94	1311
5:45 PM	45	110	48	209	20	185	97	302	17	11	233	62	1339
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	342	651	611	1879	229	1733	1116	3675	155	125	2760	810	14086
APPROACH %'s :	21.32%	40.59%	38.09%	48.92%	5.96%	45.12%	22.56%	74.30%	3.13%	3.38%	74.70%	21.92%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	163	332	181	697	63	685	405	1298	58	32	981	288	5183
PEAK HR FACTOR :		0.833			0.873			0.945			0.932		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-019

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	Centinela Ave			Centinela Ave			Marina Freeway (SR-90) EB Ramps			Marina Freeway (SR-90) EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0.3	0.3	1.3	0	0	0	
7:00 AM	0	155	54	89	152	0	2	0	14	0	0	0	466
7:15 AM	0	173	77	83	147	0	5	0	15	0	0	0	500
7:30 AM	0	182	64	124	199	0	1	1	20	0	0	0	591
7:45 AM	0	192	107	145	237	0	7	0	42	0	0	0	730
8:00 AM	0	152	85	161	337	0	7	0	32	0	0	0	774
8:15 AM	0	185	80	128	319	0	7	0	48	0	0	0	767
8:30 AM	0	192	70	142	308	0	10	0	44	0	0	0	766
8:45 AM	0	182	63	111	412	0	8	1	79	0	0	0	856
9:00 AM	0	173	75	80	400	0	4	0	65	0	0	0	797
9:15 AM	0	177	65	93	357	0	3	0	71	0	0	0	766
9:30 AM	0	144	48	73	332	0	6	0	53	0	0	0	656
9:45 AM	0	138	44	89	326	0	3	0	45	0	0	0	645
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2045	832	1318	3526	0	63	2	528	0	0	0	8314
APPROACH %'s :	0.00%	71.08%	28.92%	27.21%	72.79%	0.00%	10.62%	0.34%	89.04%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	732	288	461	1439	0	29	1	236	0	0	0	3186
PEAK HR FACTOR :		0.962			0.908			0.756			0.000		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-019

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Centinela Ave			Centinela Ave			Marina Freeway (SR-90) EB Ramps			Marina Freeway (SR-90) EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0.3	0.3	1.3	0	0	0	
3:00 PM	0	159	115	171	257	0	9	0	45	0	0	0	756
3:15 PM	0	166	78	188	264	0	14	0	32	0	0	0	742
3:30 PM	0	124	55	163	285	0	5	0	33	0	0	0	665
3:45 PM	0	136	38	182	282	0	9	1	37	0	0	0	685
4:00 PM	0	169	38	155	293	0	7	1	44	0	0	0	707
4:15 PM	0	144	36	156	275	0	7	0	40	0	0	0	658
4:30 PM	0	160	36	159	255	0	4	0	26	0	0	0	640
4:45 PM	0	184	38	127	302	0	9	0	31	0	0	0	691
5:00 PM	0	194	58	172	329	0	8	0	44	0	0	0	805
5:15 PM	0	219	50	162	309	0	9	0	51	0	0	0	800
5:30 PM	0	245	44	147	311	0	7	0	69	0	0	0	823
5:45 PM	0	245	77	129	365	0	8	0	49	0	0	0	873
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2145	663	1911	3527	0	96	2	501	0	0	0	8845
APPROACH %'s :	0.00%	76.39%	23.61%	35.14%	64.86%	0.00%	16.03%	0.33%	83.64%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	903	229	610	1314	0	32	0	213	0	0	0	3301
PEAK HR FACTOR :		0.879			0.960			0.806			0.000		0.945

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-020

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Centinela Ave			Centinela Ave			Marina Freeway (SR-90) WB Ramps-Sanford St			Marina Freeway (SR-90) WB Ramps-Sanford St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2.5	0.5	0	1	0	1.3	0.3	1.3	
7:00 AM	1	136	19	0	178	2	9	0	12	62	1	143	563
7:15 AM	4	152	23	0	175	1	8	0	11	54	3	168	599
7:30 AM	0	129	45	0	244	3	9	0	12	87	1	178	708
7:45 AM	4	170	34	0	303	1	4	0	9	90	5	181	801
8:00 AM	0	134	19	0	372	5	3	0	10	121	1	159	824
8:15 AM	1	173	24	0	329	5	3	0	12	110	4	123	784
8:30 AM	3	176	21	0	322	2	4	0	10	107	1	132	778
8:45 AM	7	153	32	0	365	2	4	0	8	164	2	159	896
9:00 AM	4	130	39	0	251	3	3	0	12	207	3	133	785
9:15 AM	0	160	26	0	273	4	5	0	14	168	3	124	777
9:30 AM	0	129	15	0	254	6	5	0	11	150	1	145	716
9:45 AM	2	116	25	0	246	3	2	0	7	153	1	108	663
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	26	1758	322	0	3312	37	59	0	128	1473	26	1753	8894
APPROACH %'s :	1.23%	83.48%	15.29%	0.00%	98.90%	1.10%	31.55%	0.00%	68.45%	45.30%	0.80%	53.91%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	11	636	96	0	1388	14	14	0	40	502	8	573	3282
PEAK HR FACTOR :		0.929			0.930			0.900			0.833		0.916

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-020

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Centinela Ave			Centinela Ave			Marina Freeway (SR-90) WB Ramps-Sanford St			Marina Freeway (SR-90) WB Ramps-Sanford St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2.5	0.5	0	1	0	1.3	0.3	1.3	
3:00 PM	1	152	17	0	394	1	4	0	4	50	4	121	748
3:15 PM	5	150	19	0	378	3	2	0	7	55	4	131	754
3:30 PM	2	116	17	0	395	6	4	0	7	55	4	105	711
3:45 PM	4	121	20	0	409	4	5	0	7	44	4	125	743
4:00 PM	5	138	24	0	404	5	3	0	4	54	2	130	769
4:15 PM	4	142	14	0	390	1	0	0	5	45	6	117	724
4:30 PM	2	137	24	0	358	5	2	0	2	43	5	92	670
4:45 PM	3	163	22	0	386	5	2	0	4	49	2	100	736
5:00 PM	2	172	34	0	427	3	3	0	5	79	2	114	841
5:15 PM	4	170	42	0	418	9	4	0	5	47	6	107	812
5:30 PM	2	213	39	0	435	6	1	0	8	45	1	124	874
5:45 PM	1	223	39	0	418	6	4	0	9	62	5	126	893
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	1897	311	0	4812	54	34	0	67	628	45	1392	9275
APPROACH %'s :	1.56%	84.57%	13.87%	0.00%	98.89%	1.11%	33.66%	0.00%	66.34%	30.41%	2.18%	67.41%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	9	778	154	0	1698	24	12	0	27	233	14	471	3420
PEAK HR FACTOR :		0.894			0.976			0.750			0.921		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-021

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	4	1	2	4	0	1	3	0	2	2	2	
7:00 AM	9	711	76	58	171	31	55	36	5	39	25	123	1339
7:15 AM	15	728	69	74	193	34	47	78	7	45	23	183	1496
7:30 AM	12	718	77	71	238	40	53	65	17	83	25	188	1587
7:45 AM	7	656	102	97	316	55	49	90	30	99	38	231	1770
8:00 AM	9	598	105	134	281	56	67	85	14	99	41	198	1687
8:15 AM	4	692	86	134	260	53	38	73	16	56	35	196	1643
8:30 AM	6	625	103	159	304	72	45	77	18	49	28	156	1642
8:45 AM	8	487	75	117	223	72	43	100	18	72	40	217	1472
9:00 AM	5	517	84	121	264	74	41	131	15	49	23	264	1588
9:15 AM	11	461	106	116	226	71	38	118	14	70	27	235	1493
9:30 AM	16	521	95	118	265	70	43	131	16	47	24	262	1608
9:45 AM	19	464	104	113	227	70	38	118	14	71	27	230	1495
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	121	7178	1082	1312	2968	698	557	1102	184	779	356	2483	18820
APPROACH %'s :	1.44%	85.65%	12.91%	26.36%	59.62%	14.02%	30.22%	59.79%	9.98%	21.53%	9.84%	68.63%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	26	2571	396	524	1161	236	199	325	78	303	142	781	6742
PEAK HR FACTOR :		0.957			0.898			0.891			0.833		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-021

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	4	1	2	4	0	1	3	0	2	2	2	
3:00 PM	6	343	83	130	397	115	16	48	17	105	42	148	1450
3:15 PM	5	369	75	132	380	115	14	50	22	88	45	132	1427
3:30 PM	13	412	87	107	430	130	16	39	25	93	48	147	1547
3:45 PM	3	430	77	121	397	87	13	47	26	78	50	145	1474
4:00 PM	7	357	78	145	429	131	12	59	37	136	88	168	1647
4:15 PM	11	395	68	126	510	129	25	44	29	82	56	133	1608
4:30 PM	5	330	78	102	496	145	12	36	19	93	57	174	1547
4:45 PM	9	380	79	119	460	160	16	50	30	118	66	157	1644
5:00 PM	9	388	74	113	463	164	16	44	17	152	105	179	1724
5:15 PM	4	410	82	118	533	182	19	36	19	145	110	174	1832
5:30 PM	12	398	58	117	471	174	19	45	24	146	116	202	1782
5:45 PM	2	400	84	138	522	165	16	45	24	120	104	214	1834
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	4612	923	1468	5488	1697	194	543	289	1356	887	1973	19516
APPROACH %'s :	1.53%	82.05%	16.42%	16.97%	63.42%	19.61%	18.91%	52.92%	28.17%	32.16%	21.04%	46.80%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	27	1596	298	486	1989	685	70	170	84	563	435	769	7172
PEAK HR FACTOR :		0.968			0.948			0.920			0.952		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-022

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	Mesmer Ave			Mesmer Ave			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	4	0	0	3	1	
7:00 AM	0	0	0	19	0	1	0	92	0	0	317	96	525
7:15 AM	0	0	0	17	0	0	0	102	0	0	387	99	605
7:30 AM	0	0	0	22	0	1	0	137	0	0	395	121	676
7:45 AM	0	0	0	20	0	1	0	163	0	0	369	81	634
8:00 AM	0	0	0	33	0	0	0	224	0	0	382	119	758
8:15 AM	0	0	0	21	0	3	0	203	0	0	405	82	714
8:30 AM	0	0	0	21	0	1	0	165	0	0	396	67	650
8:45 AM	0	0	0	30	0	1	0	204	0	0	380	62	677
9:00 AM	0	0	0	18	0	1	0	151	0	0	400	77	647
9:15 AM	0	0	0	27	0	2	0	166	0	0	370	71	636
9:30 AM	0	0	0	22	0	6	0	143	0	0	325	55	551
9:45 AM	0	0	0	37	0	0	0	153	0	0	289	66	545
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	287	0	17	0	1903	0	0	4415	996	7618
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	94.41%	0.00%	5.59%	0.00%	100.00%	0.00%	0.00%	81.59%	18.41%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	105	0	5	0	796	0	0	1563	330	2799
PEAK HR FACTOR :		0.000			0.833			0.888			0.945		0.923

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-022

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	Mesmer Ave			Mesmer Ave			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	4	0	0	3	1	
3:00 PM	0	0	0	47	0	4	0	376	0	0	177	31	635
3:15 PM	0	0	0	26	0	2	0	421	0	0	171	47	667
3:30 PM	0	0	0	54	0	4	0	461	0	0	140	44	703
3:45 PM	0	0	0	36	0	2	0	411	0	0	158	35	642
4:00 PM	0	0	0	40	0	2	0	476	0	0	165	52	735
4:15 PM	0	0	0	29	0	1	0	467	0	0	149	38	684
4:30 PM	0	0	0	44	0	3	0	527	0	0	158	57	789
4:45 PM	0	0	0	57	0	1	0	485	0	0	176	46	765
5:00 PM	0	0	0	44	0	1	0	535	0	0	196	44	820
5:15 PM	0	0	0	41	0	2	0	551	0	0	180	38	812
5:30 PM	0	0	0	41	0	2	0	548	0	0	202	32	825
5:45 PM	0	0	0	48	0	2	0	546	0	0	202	30	828
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	507	0	26	0	5804	0	0	2074	494	8905
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	95.12%	0.00%	4.88%	0.00%	100.00%	0.00%	0.00%	80.76%	19.24%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	174	0	7	0	2180	0	0	780	144	3285
PEAK HR FACTOR :		0.000			0.905			0.989			0.963		0.992

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-023

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Project Main Dwy			Project Main Dwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	4	0	1	3	0	
7:00 AM	0	0	0	5	0	7	8	101	1	0	401	1	524
7:15 AM	0	0	0	1	0	1	3	113	2	3	491	4	618
7:30 AM	0	0	0	7	0	1	4	156	1	0	508	2	679
7:45 AM	0	0	1	7	0	2	6	182	1	4	459	9	671
8:00 AM	0	0	0	9	0	5	6	253	1	2	475	8	759
8:15 AM	0	0	0	4	0	6	7	215	2	6	494	4	738
8:30 AM	0	0	0	8	0	5	6	171	4	6	457	5	662
8:45 AM	0	0	0	4	0	10	8	236	1	2	434	8	703
9:00 AM	0	0	0	8	0	8	6	158	1	4	453	15	653
9:15 AM	0	0	0	6	0	5	11	172	0	1	449	9	653
9:30 AM	0	0	0	6	1	2	10	165	0	2	373	12	571
9:45 AM	0	0	0	7	0	4	12	175	2	9	350	13	572
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	72	1	56	87	2097	16	39	5344	90	7803
APPROACH %'s :	0.00%	0.00%	100.00%	55.81%	0.78%	43.41%	3.95%	95.32%	0.73%	0.71%	97.64%	1.64%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	25	0	26	27	875	8	16	1860	25	2862
PEAK HR FACTOR :		0.000			0.911			0.875			0.943		0.943

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-023

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Project Main Dwy			Project Main Dwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	4	0	1	3	0	
3:00 PM	0	0	1	5	0	3	3	417	0	0	203	10	642
3:15 PM	0	0	1	6	0	3	5	442	2	1	215	8	683
3:30 PM	0	0	1	2	0	4	9	510	0	2	171	1	700
3:45 PM	2	0	1	8	0	8	6	444	0	0	186	1	656
4:00 PM	1	0	1	10	0	4	3	510	0	1	205	6	741
4:15 PM	1	0	1	4	0	8	1	497	0	1	194	11	718
4:30 PM	4	0	2	18	0	7	4	575	0	3	187	12	812
4:45 PM	0	0	3	9	0	7	8	536	0	0	206	3	772
5:00 PM	4	0	1	12	0	4	8	569	0	3	223	6	830
5:15 PM	0	0	2	6	0	7	6	591	0	1	205	7	825
5:30 PM	2	0	0	17	0	8	1	597	0	1	216	8	850
5:45 PM	2	0	0	7	0	11	6	574	0	0	225	5	830
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	0	14	104	0	74	60	6262	2	13	2436	78	9059
APPROACH %'s :	53.33%	0.00%	46.67%	58.43%	0.00%	41.57%	0.95%	99.02%	0.03%	0.51%	96.40%	3.09%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	8	0	3	42	0	30	21	2331	0	5	869	26	3335
PEAK HR FACTOR :	0.550			0.720			0.983			0.970			0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-024

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	1	3	2	2	2	0	
7:00 AM	175	443	32	7	117	15	12	30	56	43	239	55	1224
7:15 AM	231	454	43	11	110	21	8	42	73	54	249	47	1343
7:30 AM	263	437	58	13	174	42	8	65	80	65	222	31	1458
7:45 AM	251	404	68	9	205	25	25	76	100	63	237	42	1505
8:00 AM	245	403	81	10	209	23	17	91	141	100	224	39	1583
8:15 AM	234	398	74	21	199	36	12	82	116	80	238	44	1534
8:30 AM	238	381	70	19	203	28	21	72	102	65	222	42	1463
8:45 AM	208	389	64	21	185	30	19	79	130	76	221	54	1476
9:00 AM	245	417	49	13	180	29	15	52	110	64	211	29	1414
9:15 AM	199	286	45	13	183	38	20	61	107	82	238	46	1318
9:30 AM	191	316	45	20	155	26	26	75	86	63	173	63	1239
9:45 AM	173	295	43	16	139	39	20	63	100	71	158	64	1181
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2653	4623	672	173	2059	352	203	788	1201	826	2632	556	16738
APPROACH %'s :	33.38%	58.17%	8.45%	6.70%	79.68%	13.62%	9.26%	35.95%	54.79%	20.58%	65.57%	13.85%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	968	1586	293	59	816	112	75	321	459	308	921	167	6085
PEAK HR FACTOR :		0.976			0.964			0.858			0.961		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-024

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	1	3	2	2	2	0	
3:00 PM	115	224	59	50	308	12	35	168	214	65	89	57	1396
3:15 PM	113	258	68	40	326	26	30	168	230	68	91	56	1474
3:30 PM	95	230	63	63	329	21	22	197	263	76	65	36	1460
3:45 PM	93	228	65	54	344	16	31	155	237	73	69	37	1402
4:00 PM	120	220	64	52	344	20	25	203	253	84	71	46	1502
4:15 PM	96	233	74	38	341	18	36	209	234	82	97	40	1498
4:30 PM	93	219	84	47	365	15	41	236	318	84	87	43	1632
4:45 PM	116	247	70	42	380	18	33	210	263	88	79	64	1610
5:00 PM	108	263	91	29	387	24	37	233	287	105	94	40	1698
5:15 PM	94	264	87	36	414	24	37	234	284	119	81	46	1720
5:30 PM	118	254	77	38	412	27	39	262	310	101	84	41	1763
5:45 PM	118	270	53	38	407	21	18	228	349	110	90	28	1730
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1279	2910	855	527	4357	242	384	2503	3242	1055	997	534	18885
APPROACH %'s :	25.36%	57.69%	16.95%	10.28%	85.00%	4.72%	6.27%	40.84%	52.90%	40.80%	38.55%	20.65%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	438	1051	308	141	1620	96	131	957	1230	435	349	155	6911
PEAK HR FACTOR :		0.972			0.973			0.948			0.954		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-025

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
7:00 AM	0	0	0	12	0	16	32	38	0	0	322	131	551
7:15 AM	0	0	0	14	0	23	38	62	0	0	337	124	598
7:30 AM	0	0	0	11	0	20	42	88	0	0	313	142	616
7:45 AM	0	0	0	14	0	23	53	100	0	0	325	149	664
8:00 AM	0	0	0	16	0	33	58	127	0	0	317	143	694
8:15 AM	0	0	0	21	0	29	48	133	0	0	320	108	659
8:30 AM	0	0	0	11	0	23	59	102	0	0	320	119	634
8:45 AM	0	0	0	22	0	43	59	113	0	0	293	112	642
9:00 AM	0	0	0	17	0	31	37	76	0	0	324	121	606
9:15 AM	0	0	0	22	0	18	52	68	0	0	298	104	562
9:30 AM	0	0	0	16	0	28	37	95	0	0	273	70	519
9:45 AM	0	0	0	16	0	34	33	87	0	0	250	73	493
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	192	0	321	548	1089	0	0	3692	1396	7238
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	37.43%	0.00%	62.57%	33.48%	66.52%	0.00%	0.00%	72.56%	27.44%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	62	0	108	218	462	0	0	1282	519	2651
PEAK HR FACTOR :		0.000			0.850			0.919			0.950		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-025

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
3:00 PM	0	0	0	54	0	44	23	252	0	0	159	57	589
3:15 PM	0	0	0	57	0	58	29	239	0	0	159	34	576
3:30 PM	0	0	0	51	0	49	29	303	0	0	134	39	605
3:45 PM	0	0	0	69	0	46	37	246	0	0	129	41	568
4:00 PM	0	0	0	74	0	76	31	294	0	0	129	50	654
4:15 PM	0	0	0	73	0	58	31	299	0	0	170	36	667
4:30 PM	0	0	0	103	0	62	31	332	0	0	147	41	716
4:45 PM	0	0	0	75	0	62	32	284	0	0	186	57	696
5:00 PM	0	0	0	101	0	114	36	323	0	0	144	47	765
5:15 PM	0	0	0	84	0	86	36	319	0	0	135	49	709
5:30 PM	0	0	0	110	0	84	46	326	0	0	132	35	733
5:45 PM	0	0	0	91	0	86	45	280	0	0	145	37	684
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	942	0	825	406	3497	0	0	1769	523	7962
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	53.31%	0.00%	46.69%	10.40%	89.60%	0.00%	0.00%	77.18%	22.82%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	370	0	346	150	1252	0	0	597	188	2903
PEAK HR FACTOR :		0.000			0.833			0.942			0.808		0.949

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-026

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Sherbourne Dr			Sherbourne Dr			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	1	0	1	1	2	0	1	2	0	
7:00 AM	2	0	13	5	0	38	5	86	4	2	458	1	614
7:15 AM	11	0	9	13	0	67	5	72	0	3	557	3	740
7:30 AM	14	0	19	14	1	99	4	114	3	3	563	1	835
7:45 AM	14	2	17	11	0	85	14	130	4	6	572	4	859
8:00 AM	13	0	9	10	2	66	12	160	5	4	538	7	826
8:15 AM	21	1	11	13	1	57	12	149	1	4	473	4	747
8:30 AM	22	0	16	10	1	40	15	117	13	6	524	4	768
8:45 AM	15	2	6	7	0	50	6	138	0	10	516	3	753
9:00 AM	10	0	11	5	0	37	10	167	3	4	447	4	698
9:15 AM	15	1	7	8	0	28	5	141	4	2	400	5	616
9:30 AM	13	0	7	7	1	28	14	136	3	7	350	4	570
9:45 AM	15	0	7	5	0	21	11	129	4	5	356	12	565
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	165	6	132	108	6	616	113	1539	44	56	5754	52	8591
APPROACH %'s :	54.46%	1.98%	43.56%	14.79%	0.82%	84.38%	6.66%	90.74%	2.59%	0.96%	98.16%	0.89%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	62	3	56	48	4	307	42	553	13	17	2146	16	3267
PEAK HR FACTOR :		0.917			0.787			0.859			0.936		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-026

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Sherbourne Dr			Sherbourne Dr			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	1	0	1	1	2	0	1	2	0	
3:00 PM	4	0	3	10	1	20	25	316	3	11	169	3	565
3:15 PM	6	0	3	2	0	14	38	290	11	6	165	7	542
3:30 PM	1	0	5	7	0	26	41	367	9	7	185	2	650
3:45 PM	5	0	3	6	0	22	61	338	5	8	206	4	658
4:00 PM	7	1	2	7	1	23	84	401	8	5	166	6	711
4:15 PM	4	1	5	13	1	26	72	349	12	6	156	7	652
4:30 PM	3	0	4	5	1	28	80	431	9	6	147	10	724
4:45 PM	10	0	4	8	1	23	74	374	10	8	163	8	683
5:00 PM	3	1	7	10	1	13	111	408	9	10	156	6	735
5:15 PM	7	5	7	1	0	22	139	361	11	9	149	13	724
5:30 PM	7	0	5	5	3	21	129	396	16	9	184	16	791
5:45 PM	12	0	6	6	3	22	114	404	20	9	183	7	786
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	8	54	80	12	260	968	4435	123	94	2029	89	8221
APPROACH %'s :	52.67%	6.11%	41.22%	22.73%	3.41%	73.86%	17.52%	80.26%	2.23%	4.25%	91.73%	4.02%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	29	6	25	22	7	78	493	1569	56	37	672	42	3036
PEAK HR FACTOR :		0.789			0.863			0.979			0.898		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-027

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Alvern St			Alvern St			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	65	10	4	2	17	19	6	71	24	4	386	5	613
7:15 AM	84	6	11	7	15	29	4	72	25	3	459	7	722
7:30 AM	122	12	11	11	26	31	4	113	39	1	428	12	810
7:45 AM	108	21	7	9	33	41	8	116	38	3	418	13	815
8:00 AM	98	16	13	10	27	22	7	139	43	5	407	12	799
8:15 AM	105	16	11	3	21	19	12	137	31	6	362	8	731
8:30 AM	105	19	13	4	21	24	4	124	33	7	396	4	754
8:45 AM	87	16	5	7	14	14	11	117	33	2	424	8	738
9:00 AM	70	12	7	5	13	18	13	132	32	5	358	9	674
9:15 AM	64	11	8	5	16	12	9	128	29	4	323	4	613
9:30 AM	56	13	10	3	19	12	9	109	36	3	291	11	572
9:45 AM	49	14	9	8	21	10	7	120	22	7	306	4	577
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1013	166	109	74	243	251	94	1378	385	50	4558	97	8418
APPROACH %'s :	78.65%	12.89%	8.46%	13.03%	42.78%	44.19%	5.06%	74.21%	20.73%	1.06%	96.88%	2.06%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	433	65	42	33	107	113	31	505	151	15	1615	45	3155
PEAK HR FACTOR :		0.931			0.762			0.909			0.950		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-027

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	Alvern St			Alvern St			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	35	35	9	6	17	17	19	258	57	7	140	6	606
3:15 PM	36	22	13	3	12	8	31	229	45	16	132	10	557
3:30 PM	37	22	8	5	28	8	48	210	91	18	158	8	641
3:45 PM	35	25	9	4	19	16	51	243	74	13	162	14	665
4:00 PM	43	33	27	9	27	6	42	265	85	16	130	18	701
4:15 PM	32	33	13	7	22	12	47	257	85	18	131	7	664
4:30 PM	31	37	16	5	41	13	43	268	97	18	125	11	705
4:45 PM	21	34	15	3	29	15	65	268	93	13	135	25	716
5:00 PM	27	51	21	7	26	12	48	235	103	16	132	13	691
5:15 PM	40	50	18	13	35	13	28	250	96	10	119	12	684
5:30 PM	28	54	10	3	29	8	49	252	103	16	173	7	732
5:45 PM	41	51	6	10	32	9	53	246	105	13	141	17	724
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	406	447	165	75	317	137	524	2981	1034	174	1678	148	8086
APPROACH %'s :	39.88%	43.91%	16.21%	14.18%	59.92%	25.90%	11.54%	65.68%	22.78%	8.70%	83.90%	7.40%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	136	206	55	33	122	42	178	983	407	55	565	49	2831
PEAK HR FACTOR :		0.919			0.807			0.970			0.853		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-028

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	La Tijera Blvd			La Tijera Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	56	155	24	7	231	47	22	54	12	40	325	0	973
7:15 AM	72	149	19	2	262	68	14	75	8	38	381	0	1088
7:30 AM	66	137	31	3	238	58	24	92	6	34	379	2	1070
7:45 AM	70	180	30	6	224	64	40	104	6	39	350	3	1116
8:00 AM	66	213	30	13	193	63	36	102	10	42	340	1	1109
8:15 AM	51	209	31	6	198	79	41	126	10	37	285	2	1075
8:30 AM	71	259	27	13	207	95	34	102	9	43	310	4	1174
8:45 AM	45	202	26	4	220	90	29	116	14	33	312	4	1095
9:00 AM	72	216	22	12	228	73	23	96	15	40	275	5	1077
9:15 AM	34	199	20	10	228	56	26	110	21	30	278	3	1015
9:30 AM	60	212	25	15	232	61	25	91	14	39	239	5	1018
9:45 AM	44	136	33	6	213	61	33	106	14	36	286	3	971
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	707	2267	318	97	2674	815	347	1174	139	451	3760	32	12781
APPROACH %'s :	21.48%	68.86%	9.66%	2.70%	74.57%	22.73%	20.90%	70.72%	8.37%	10.63%	88.62%	0.75%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	258	861	118	38	822	301	151	434	35	161	1285	10	4474
PEAK HR FACTOR :		0.866			0.921			0.876			0.929		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-028

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	La Tijera Blvd			La Tijera Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	32	212	69	24	223	27	31	220	14	46	158	4	1060
3:15 PM	35	218	62	29	207	20	46	178	16	37	159	2	1009
3:30 PM	48	251	62	26	203	28	26	160	7	55	181	6	1053
3:45 PM	28	265	65	44	206	31	36	197	12	43	202	3	1132
4:00 PM	37	258	69	41	212	38	51	231	20	41	156	2	1156
4:15 PM	42	269	71	40	197	13	48	231	8	43	143	3	1108
4:30 PM	42	271	76	30	210	23	32	212	14	42	166	4	1122
4:45 PM	35	281	74	36	215	22	43	214	12	30	166	1	1129
5:00 PM	35	282	64	45	215	32	45	233	13	41	143	4	1152
5:15 PM	35	285	55	43	222	27	55	229	7	32	164	5	1159
5:30 PM	34	256	54	50	224	21	47	222	6	40	177	2	1133
5:45 PM	28	257	75	37	216	22	51	201	12	32	191	1	1123
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	431	3105	796	445	2550	304	511	2528	141	482	2006	37	13336
APPROACH %'s :	9.95%	71.68%	18.37%	13.49%	77.30%	9.21%	16.07%	79.50%	4.43%	19.09%	79.45%	1.47%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	139	1104	247	174	876	102	190	898	38	143	650	12	4573
PEAK HR FACTOR :		0.955			0.976			0.967			0.919		0.986

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-029

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	0	0	3	0	1	2	1	
7:00 AM	83	461	3	13	462	3	0	67	19	46	289	90	1536
7:15 AM	82	342	3	22	517	3	0	81	22	74	324	82	1552
7:30 AM	145	438	11	30	497	3	0	91	38	49	253	51	1606
7:45 AM	123	331	5	21	510	3	0	113	36	67	281	47	1537
8:00 AM	106	332	6	24	488	5	0	122	20	67	280	63	1513
8:15 AM	95	312	8	29	542	3	0	132	44	62	236	70	1533
8:30 AM	119	334	7	26	493	4	0	92	38	65	239	75	1492
8:45 AM	72	325	7	20	534	3	0	131	26	52	275	77	1522
9:00 AM	99	391	7	15	497	4	0	90	28	39	218	57	1445
9:15 AM	85	372	13	28	468	6	0	109	31	37	223	57	1429
9:30 AM	84	480	14	24	481	8	0	107	22	39	201	36	1496
9:45 AM	101	491	7	28	434	3	0	112	42	34	218	32	1502
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1194	4609	91	280	5923	48	0	1247	366	631	3037	737	18163
APPROACH %'s :	20.26%	78.20%	1.54%	4.48%	94.75%	0.77%	0.00%	77.31%	22.69%	14.32%	68.94%	16.73%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	433	1572	22	86	1986	12	0	352	115	236	1147	270	6231
PEAK HR FACTOR :		0.853			0.961			0.784			0.861		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-029

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	0	0	3	0	1	2	1	
3:00 PM	48	419	32	40	468	3	0	257	43	30	154	23	1517
3:15 PM	28	422	28	48	485	7	0	249	35	31	176	24	1533
3:30 PM	44	387	34	47	446	5	0	229	25	35	187	31	1470
3:45 PM	28	264	15	49	425	1	0	289	41	25	222	38	1397
4:00 PM	37	360	17	42	468	3	0	289	33	28	153	33	1463
4:15 PM	25	284	14	46	460	3	0	322	57	31	174	43	1459
4:30 PM	31	284	30	35	482	4	0	284	62	30	166	41	1449
4:45 PM	6	226	16	52	451	2	0	301	42	31	205	45	1377
5:00 PM	31	276	18	46	486	8	0	293	38	29	141	37	1403
5:15 PM	35	283	19	66	451	4	0	317	36	27	169	36	1443
5:30 PM	32	375	33	39	492	4	0	282	34	25	174	45	1535
5:45 PM	40	377	25	49	474	1	0	292	48	27	193	32	1558
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	385	3957	281	559	5588	45	0	3404	494	349	2114	428	17604
APPROACH %'s :	8.33%	85.59%	6.08%	9.03%	90.25%	0.73%	0.00%	87.33%	12.67%	12.07%	73.12%	14.80%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	138	1311	95	200	1903	17	0	1184	156	108	677	150	5939
PEAK HR FACTOR :		0.873			0.981			0.949			0.928		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-030

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

AM

NS/EW Streets:	San Diego Freeway SB Ramps			San Diego Freeway SB Ramps			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	2	2	2	0	0	2	2	
7:00 AM	0	0	0	6	0	211	37	184	0	0	24	3	465
7:15 AM	0	0	0	5	0	257	60	189	0	0	35	2	548
7:30 AM	0	0	0	6	0	233	61	236	0	0	43	4	583
7:45 AM	0	0	0	8	0	224	83	198	0	0	45	5	563
8:00 AM	0	0	0	9	0	268	65	183	0	0	35	1	561
8:15 AM	0	0	0	7	0	248	58	173	0	1	50	5	542
8:30 AM	0	0	0	10	0	263	62	167	0	0	41	1	544
8:45 AM	0	0	0	18	0	241	53	184	0	0	57	9	562
9:00 AM	0	0	0	15	0	279	69	168	0	0	47	7	585
9:15 AM	0	0	0	15	0	261	77	134	0	0	49	10	546
9:30 AM	0	0	0	11	0	251	58	159	0	0	42	6	527
9:45 AM	0	0	0	14	0	280	89	200	0	0	42	5	630
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	124	0	3016	772	2175	0	1	510	58	6656
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	3.95%	0.00%	96.05%	26.20%	73.80%	0.00%	0.18%	89.63%	10.19%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	0	0	55	0	1071	293	661	0	0	180	28	2288
PEAK HR FACTOR :		0.000			0.957			0.825			0.881		0.908

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-030

Day: Wednesday

TOTALS

City: Culver City

Date: 3/9/2016

PM

NS/EW Streets:	San Diego Freeway SB Ramps			San Diego Freeway SB Ramps			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	2	2	2	0	0	2	2	
3:00 PM	0	0	0	4	0	146	135	142	0	0	43	34	504
3:15 PM	0	0	0	4	0	194	114	171	0	0	38	25	546
3:30 PM	0	0	0	7	0	176	131	184	0	0	50	28	576
3:45 PM	0	0	0	3	0	152	155	184	0	0	52	22	568
4:00 PM	0	0	0	5	0	141	144	174	0	2	40	30	536
4:15 PM	0	0	0	2	0	148	119	155	0	0	47	23	494
4:30 PM	0	0	0	7	0	128	135	138	0	0	43	36	487
4:45 PM	0	0	0	5	0	153	162	155	0	0	43	33	551
5:00 PM	0	0	0	1	0	155	199	164	0	0	50	42	611
5:15 PM	0	0	0	3	0	149	151	144	0	0	62	32	541
5:30 PM	0	0	0	2	0	153	161	124	0	0	38	40	518
5:45 PM	0	0	0	4	0	148	163	110	0	0	51	34	510
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	47	0	1843	1769	1845	0	2	557	379	6442
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	2.49%	0.00%	97.51%	48.95%	51.05%	0.00%	0.21%	59.38%	40.41%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	0	0	0	19	0	663	544	713	0	2	180	105	2226
PEAK HR FACTOR :		0.000			0.861			0.927			0.920		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-031

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	3	0	1	
7:00 AM	0	669	137	27	165	0	0	0	0	203	0	20	1221
7:15 AM	0	721	225	22	185	0	0	0	0	242	0	22	1417
7:30 AM	0	693	212	38	196	0	0	0	0	182	0	41	1362
7:45 AM	0	718	222	40	283	0	0	0	0	175	0	37	1475
8:00 AM	0	694	213	61	265	0	0	0	0	218	0	35	1486
8:15 AM	0	713	181	31	293	0	0	0	0	186	0	25	1429
8:30 AM	0	675	209	49	228	0	0	0	0	179	0	45	1385
8:45 AM	0	690	176	30	249	0	0	0	0	158	0	40	1343
9:00 AM	0	637	167	41	230	0	0	0	0	230	0	42	1347
9:15 AM	0	557	218	42	205	0	0	0	0	197	0	44	1263
9:30 AM	0	503	207	35	225	0	0	0	0	205	0	49	1224
9:45 AM	0	459	168	48	189	0	0	0	0	204	0	56	1124
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	7729	2335	464	2713	0	0	0	0	2379	0	456	16076
APPROACH %'s :	0.00%	76.80%	23.20%	14.60%	85.40%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	83.92%	0.00%	16.08%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2800	825	181	1069	0	0	0	0	758	0	142	5775
PEAK HR FACTOR :		0.964			0.959			0.000			0.889		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-031

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Howard Hughes Pkwy			Howard Hughes Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	1	2	3	0	0	0	0	3	0	1	
3:00 PM	0	327	163	117	447	0	0	0	0	209	0	38	1301
3:15 PM	0	386	160	124	499	0	0	0	0	196	0	30	1395
3:30 PM	0	338	170	133	496	0	0	0	0	169	0	39	1345
3:45 PM	0	316	150	138	519	0	0	0	0	165	0	26	1314
4:00 PM	0	333	146	134	488	0	0	0	0	152	0	14	1267
4:15 PM	0	336	152	139	553	0	0	0	0	125	0	20	1325
4:30 PM	0	343	154	130	589	0	0	0	0	164	0	22	1402
4:45 PM	0	361	136	144	604	0	0	0	0	179	0	27	1451
5:00 PM	0	367	146	142	655	0	0	0	0	180	0	22	1512
5:15 PM	0	391	152	129	643	0	0	0	0	155	0	20	1490
5:30 PM	0	382	147	150	649	0	0	0	0	166	0	28	1522
5:45 PM	0	350	171	148	680	0	0	0	0	142	0	23	1514
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4230	1847	1628	6822	0	0	0	0	2002	0	309	16838
APPROACH %'s :	0.00%	69.61%	30.39%	19.27%	80.73%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	86.63%	0.00%	13.37%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1490	616	569	2627	0	0	0	0	643	0	93	6038
PEAK HR FACTOR :		0.970			0.965			0.000			0.911		0.992

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-032

Day: Thursday

TOTALS

City: Culver City

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			76th St-77th St			76th St-77th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	2	1	1	1	1	1	
7:00 AM	13	588	2	8	283	32	132	8	10	4	8	70	1158
7:15 AM	5	656	3	4	324	49	138	9	15	4	11	107	1325
7:30 AM	7	604	2	7	360	46	193	6	11	3	15	100	1354
7:45 AM	5	636	0	10	378	63	170	4	9	9	14	106	1404
8:00 AM	6	577	1	11	332	71	198	13	9	4	20	98	1340
8:15 AM	6	583	1	9	390	60	163	11	16	4	6	103	1352
8:30 AM	6	598	1	9	328	37	172	8	11	3	7	92	1272
8:45 AM	3	634	3	12	369	25	146	6	16	7	7	81	1309
9:00 AM	8	571	3	13	374	32	144	11	22	4	5	50	1237
9:15 AM	7	606	2	15	397	32	110	8	15	6	4	45	1247
9:30 AM	2	520	1	15	405	30	100	13	8	10	6	29	1139
9:45 AM	7	480	4	9	376	36	67	10	7	4	7	14	1021
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	75	7053	23	122	4316	513	1733	107	149	62	110	895	15158
APPROACH %'s :	1.05%	98.63%	0.32%	2.46%	87.17%	10.36%	87.13%	5.38%	7.49%	5.81%	10.31%	83.88%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	24	2400	4	37	1460	240	724	34	45	20	55	407	5450
PEAK HR FACTOR :		0.947			0.946			0.913			0.934		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-032

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			76th St-77th St			76th St-77th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	2	1	1	1	1	1	
3:00 PM	13	390	10	25	452	56	58	13	11	8	4	18	1058
3:15 PM	17	398	4	22	467	93	78	14	14	9	7	20	1143
3:30 PM	18	418	4	37	516	81	71	13	13	7	2	19	1199
3:45 PM	5	396	5	30	568	71	54	20	21	10	13	13	1206
4:00 PM	7	374	9	26	590	76	71	14	26	4	11	14	1222
4:15 PM	14	428	6	40	589	76	66	18	15	10	15	17	1294
4:30 PM	13	385	12	33	593	61	65	20	20	10	14	15	1241
4:45 PM	13	406	13	38	631	88	56	13	21	9	5	21	1314
5:00 PM	12	384	9	54	595	84	47	20	12	7	15	17	1256
5:15 PM	18	489	14	37	675	94	44	16	21	5	10	16	1439
5:30 PM	15	399	9	42	656	85	58	18	16	8	8	17	1331
5:45 PM	11	393	9	45	647	104	59	10	18	8	8	14	1326
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	156	4860	104	429	6979	969	727	189	208	95	112	201	15029
APPROACH %'s :	3.05%	94.92%	2.03%	5.12%	83.31%	11.57%	64.68%	16.81%	18.51%	23.28%	27.45%	49.26%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	56	1665	41	178	2573	367	208	64	67	28	41	64	5352
PEAK HR FACTOR :		0.845			0.967			0.921			0.853		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-033

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Manchester Ave			Manchester Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	0	2	2	0	1	2	0	
7:00 AM	32	535	11	30	267	22	28	59	13	13	159	101	1270
7:15 AM	27	471	5	30	312	16	24	65	17	12	242	105	1326
7:30 AM	71	458	16	30	330	50	25	104	17	8	198	79	1386
7:45 AM	91	359	21	36	320	36	32	135	17	14	244	63	1368
8:00 AM	76	385	32	47	343	47	38	179	34	18	194	66	1459
8:15 AM	71	346	25	54	335	37	32	168	21	20	209	104	1422
8:30 AM	51	365	24	33	379	38	39	111	28	20	147	79	1314
8:45 AM	45	351	17	51	345	32	34	105	15	20	169	115	1299
9:00 AM	36	392	25	37	326	39	29	88	24	24	178	107	1305
9:15 AM	23	405	18	36	328	54	38	89	25	21	148	84	1269
9:30 AM	45	422	18	36	272	41	41	73	21	33	160	78	1240
9:45 AM	22	329	23	55	282	43	48	97	31	40	152	78	1200
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	590	4818	235	475	3839	455	408	1273	263	243	2200	1059	15858
APPROACH %'s :	10.46%	85.38%	4.16%	9.96%	80.50%	9.54%	20.99%	65.48%	13.53%	6.94%	62.82%	30.24%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	309	1548	94	167	1328	170	127	586	89	60	845	312	5635
PEAK HR FACTOR :		0.895			0.953			0.799			0.914		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5135-033

Day: Thursday

City: Culver City

TOTALS

Date: 3/10/2016

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Manchester Ave			Manchester Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	0	2	2	0	1	2	0	
3:00 PM	41	297	33	68	384	64	69	184	25	33	140	50	1388
3:15 PM	33	274	33	66	384	60	41	214	33	29	137	64	1368
3:30 PM	31	292	19	84	442	69	59	180	23	29	124	52	1404
3:45 PM	45	264	24	79	348	49	48	207	36	17	168	46	1331
4:00 PM	37	316	31	67	398	69	56	178	26	31	149	36	1394
4:15 PM	32	281	30	92	310	45	56	212	28	18	155	37	1296
4:30 PM	32	341	31	75	445	57	40	177	15	24	116	42	1395
4:45 PM	32	275	20	80	431	52	59	233	29	23	146	63	1443
5:00 PM	53	336	23	83	458	73	51	194	30	20	133	51	1505
5:15 PM	36	350	27	65	364	65	50	224	30	24	153	46	1434
5:30 PM	41	373	28	83	430	63	48	191	23	20	144	56	1500
5:45 PM	42	337	35	75	394	73	55	225	35	31	143	43	1488
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	455	3736	334	917	4788	739	632	2419	333	299	1708	586	16946
APPROACH %'s :	10.06%	82.56%	7.38%	14.23%	74.30%	11.47%	18.68%	71.48%	9.84%	11.53%	65.87%	22.60%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	172	1396	113	306	1646	274	204	834	118	95	573	196	5927
PEAK HR FACTOR :		0.951			0.906			0.917			0.969		0.985

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5376-001 **Day:** Tuesday

City: Culver City **Date:** 5/24/2016

AM

NS/EW Streets:	DoubleTree Hotel Dwy			DoubleTree Hotel Dwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	4	0	1	3	0	
7:00 AM	0	0	0	2	0	8	3	111	2	3	401	0	530
7:15 AM	0	0	0	5	0	3	4	122	1	0	459	0	594
7:30 AM	0	0	0	2	0	8	0	158	2	1	496	1	668
7:45 AM	1	0	0	3	0	9	2	195	1	1	465	2	679
8:00 AM	0	0	1	3	1	15	2	247	0	4	499	2	774
8:15 AM	0	0	1	0	0	4	1	231	1	1	468	2	709
8:30 AM	0	0	0	1	0	10	1	199	4	2	474	0	691
8:45 AM	0	0	2	0	0	7	0	212	7	2	466	1	697
9:00 AM	1	0	2	2	0	2	0	170	7	2	480	2	668
9:15 AM	0	0	2	0	0	5	1	192	7	3	429	2	641
9:30 AM	2	0	0	0	0	9	0	159	1	1	374	3	549
9:45 AM	0	0	0	1	0	6	2	182	4	2	330	2	529
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	0	8	19	1	86	16	2178	37	22	5341	17	7729
APPROACH %'s :	33.33%	0.00%	66.67%	17.92%	0.94%	81.13%	0.72%	97.62%	1.66%	0.41%	99.28%	0.32%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	4	4	1	36	4	889	12	9	1907	5	2871
PEAK HR FACTOR :	0.500			0.539			0.909			0.951			0.927

UTURNS

NB	SB	EB	WB
		0	1
		1	0
		0	0
		0	0
		0	1
		1	0
		0	0
		0	0
		0	0
		1	0
		2	0

NB	SB	EB	WB
0	0	5	2

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5376-001 **Day:** Tuesday

City: Culver City **Date:** 5/24/2016

PM

NS/EW Streets:	DoubleTree Hotel Dwy			DoubleTree Hotel Dwy			Centinela Ave			Centinela Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	4	0	1	3	0	
3:00 PM	0	0	2	0	0	5	3	410	0	0	191	0	611
3:15 PM	0	1	3	0	0	3	2	435	3	0	207	0	654
3:30 PM	4	0	2	5	0	2	0	497	1	2	189	0	702
3:45 PM	2	0	2	0	0	1	2	444	1	0	199	0	651
4:00 PM	2	0	2	1	0	0	4	530	0	1	232	0	772
4:15 PM	1	0	1	1	0	2	1	508	1	3	184	1	703
4:30 PM	1	0	4	2	0	6	4	558	2	1	218	1	797
4:45 PM	2	0	0	2	0	2	1	527	2	2	223	2	763
5:00 PM	3	0	3	6	0	8	2	590	0	2	236	2	852
5:15 PM	0	0	2	1	0	1	6	575	0	0	216	1	802
5:30 PM	2	0	3	3	0	2	1	605	0	0	226	1	843
5:45 PM	0	0	2	0	0	3	3	583	0	1	238	2	832
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	1	26	21	0	35	29	6262	10	12	2559	10	8982
APPROACH %'s :	38.64%	2.27%	59.09%	37.50%	0.00%	62.50%	0.46%	99.38%	0.16%	0.46%	99.15%	0.39%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	5	0	10	10	0	14	12	2353	0	3	916	6	3329
PEAK HR FACTOR :	0.625			0.429			0.976			0.960			0.977

UTURNS

NB	SB	EB	WB
		1	0
		1	0
		0	0
		1	0
		1	0
		1	1
		2	0
		1	0
		0	2
		3	0
		1	0
		1	0
NB	SB	EB	WB
0	0	13	3

CONTROL : No Control

APPENDIX B

STUDY INTERSECTION GEOMETRICS AND

TRAFFIC CONTROL OPERATIONS

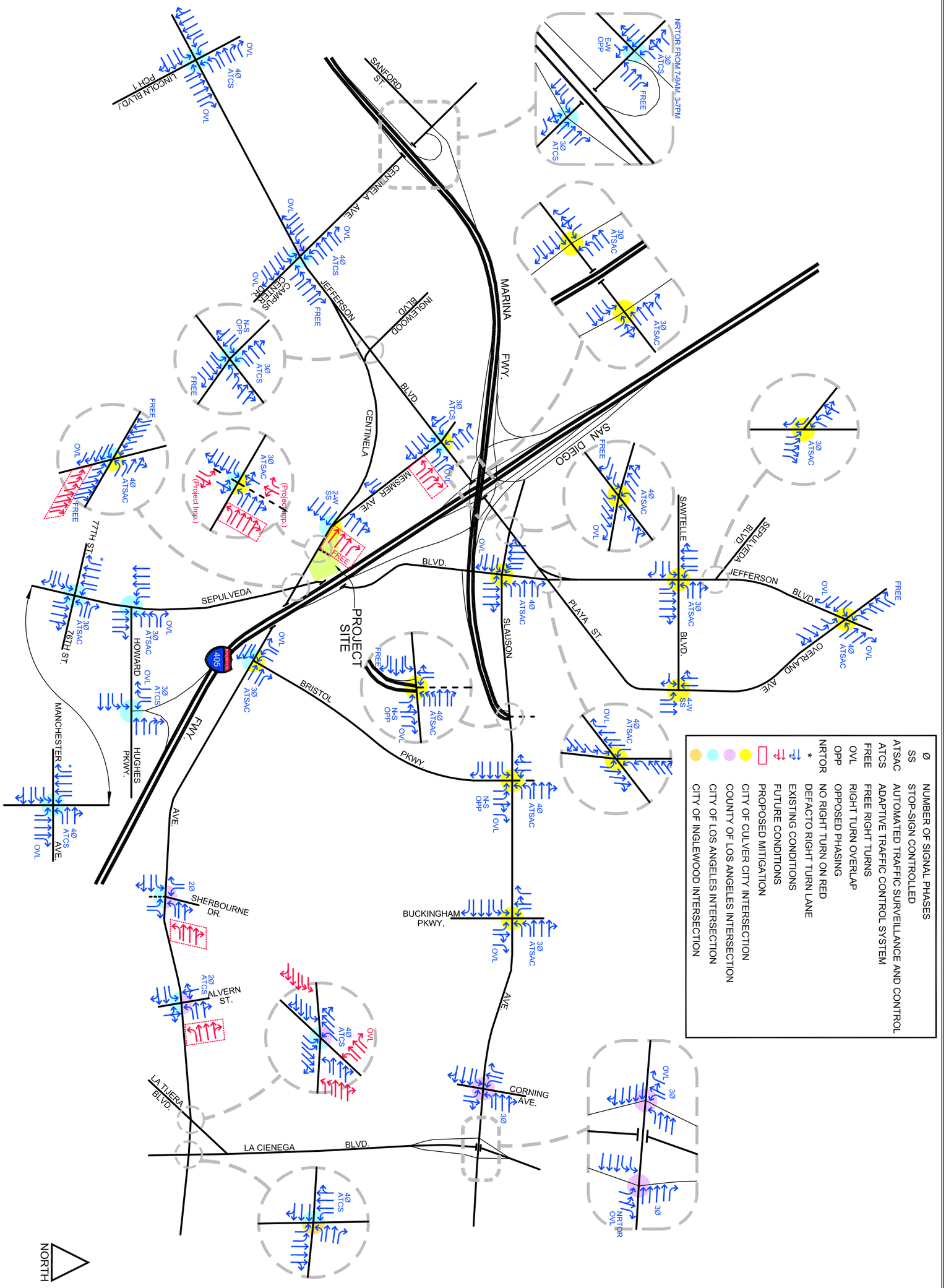

FIGURE B-1

10/31/2016

FN: Entrada II\LANE-CONFIGS

STUDY INTERSECTION GEOMETRICS & TRAFFIC CONTROL OPERATIONS

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APPENDIX C

RELATED PROJECTS TRIP GENERATION

RATES AND FORMULAS

Appendix C

Related Projects Trip Generation Rates and Formulas

Apartment (per dwelling unit) – LU 220

Daily:	T = 6.65 (D)
AM Peak Hour:	T = 0.51 (D); I/B = 20%; O/B = 80%
PM Peak Hour:	T = 0.62 (D); I/B = 65%; O/B = 35%
PM Peak Hour:*	T = 0.70 (D); I/B = 65%, O/B = 35%

Hotel (per room) – LU 310

Daily:	T = 8.17 (R)
AM Peak Hour:	T = 0.53 (R); I/B = 59%, O/B = 41%
PM Peak Hour:	T = 0.60 (R); I/B = 51%, O/B = 49%

Private School (K-8) (per student) – LU 534

Daily: [1]	T = 2.48 (S)
AM Peak Hour:	T = 0.90 (S); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 0.60 (S); I/B = 47%, O/B = 53%

Church (per 1,000 sf) – LU 560

Daily:	T = 9.11 (A)
AM Peak Hour:	T = 0.56 (A); I/B = 62%, O/B = 38%
PM Peak Hour:	T = 0.55 (A); I/B = 48%, O/B = 52%

General Office Building (per 1,000 sf) – LU 710

Daily:	Ln(T) = 0.76 Ln(A) + 3.68
AM Peak Hour:	Ln(T) = 0.80 Ln(A) + 1.57; I/B = 88%, O/B = 12%
PM Peak Hour:	T = 1.12 (A) + 78.45; I/B = 17%, O/B = 83%
PM Peak Hour:*	T = 2.0 (A); I/B = 17%, O/B = 83%

Hardware/Paint Store (per 1,000 sf) – LU 816

Daily:	T = 51.29 (A)
AM Peak Hour: [2]	T = 1.08 (A); I/B = 52%, O/B = 48%
PM Peak Hour:	T = 4.84 (A); I/B = 47%, O/B = 53%

Home Improvement Superstore (per 1,000 sf) – LU 862

Daily:	T = 30.74 (A)
AM Peak Hour:	T = 1.49 (A); I/B = 57%, O/B = 43%
PM Peak Hour:	T = 2.33 (A); I/B = 49%, O/B = 51%

Appendix C (cont.)

Related Projects Trip Generation Rates and Formulas

Office Supply Superstore (per 1,000 sf) – LU 867

Daily: [3]	T = 30.74 (A)
AM Peak Hour: [3]	T = 1.49 (A); I/B = 57%, O/B = 43%
PM Peak Hour:	T = 3.40 (A); I/B = 53%, O/B = 47%

Shopping Center (per 1,000 sf) – LU 820

Daily:	T = 42.70 (A)
AM Peak Hour:	T = 0.96 (A); I/B = 62%, O/B = 38%
PM Peak Hour:	T = 3.71 (A); I/B = 48%, O/B = 52%

Automobile Care Center (per 1,000 sf) – LU 942

Daily:[4]	T = 23.72 (A)
AM Peak Hour:	T = 2.25 (A); I/B = 66%, O/B = 34%
PM Peak Hour:	T = 3.11 (A); I/B = 48%, O/B = 52%

High-Turnover (Sit-Down) Restaurant (per 1,000 sf) – LU 932

Daily:	T = 127.15 (A)
AM Peak Hour:	T = 10.81 (A); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 9.85 (A); I/B = 60%, O/B = 40%

Dormitory (per bed) [5]

Daily:	T = 3.49 (B)
AM Peak Hour:	T = 0.33 (B); I/B = 36%, O/B = 64%
PM Peak Hour:	T = 0.35 (B); I/B = 57%, O/B = 43%

Where:

T = trip ends	A = building area in 1,000's of square feet
I/B = inbound	B = bed
O/B = outbound	D = dwelling unit
	S = student
	R = room

Notes:

[1] Weekday daily rate unavailable. Used weekday daily rate from Private School (K-12) (LU 536).

[2] AM peak hour directional distributions not available. Used AM peak hour of generator directional distributions.

[3] Weekday daily rate and AM peak rate were unavailable. Used Home Improvement Superstore (LU 862).

[4] Weekday daily rate unavailable. Used Saturday daily rate from Automobile Care Center (LU 942).

[5] Trip generation rates and directional distributions based off of the *Traffic Impact Study for the Fuller Theological Seminary Master Development Plan*, prepared by Crain & Associates on 9/2005.

Sources:

Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington D.C., 2012.

* Coastal Transportation Corridor Specific Plan, City of Los Angeles, September 1993.

APPENDIX D

EXHIBITS FOR

LA COUNTY INTERSECTIONS

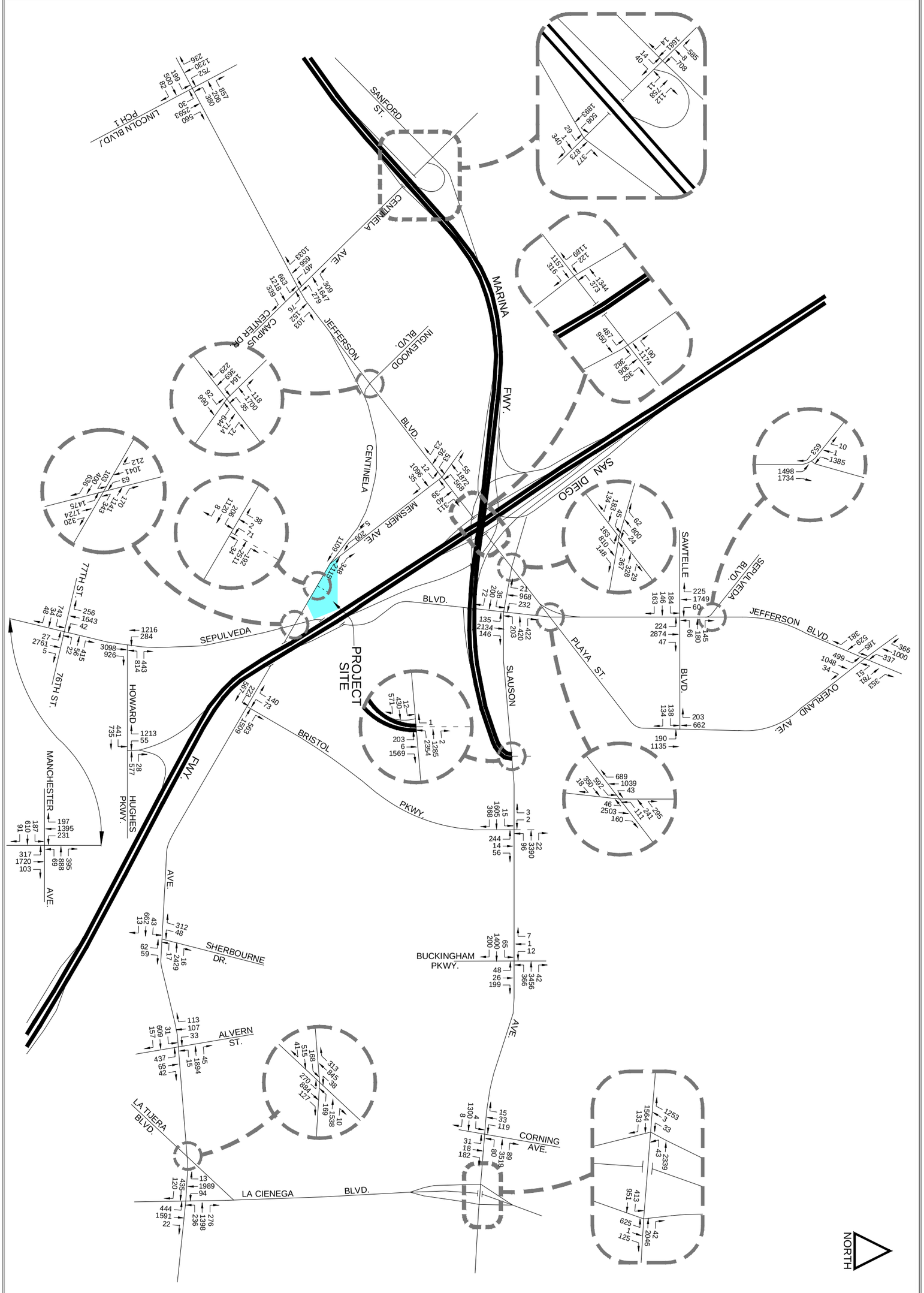

FIGURE D-1(a)

6/28/2016

FN: Entradall\AM2016WPC_APR

FUTURE TRAFFIC VOLUMES
(EXISTING WITH APPROVED PROJECT + CUMULATIVE PROJECTS VOLUMES)
AM PEAK HOUR

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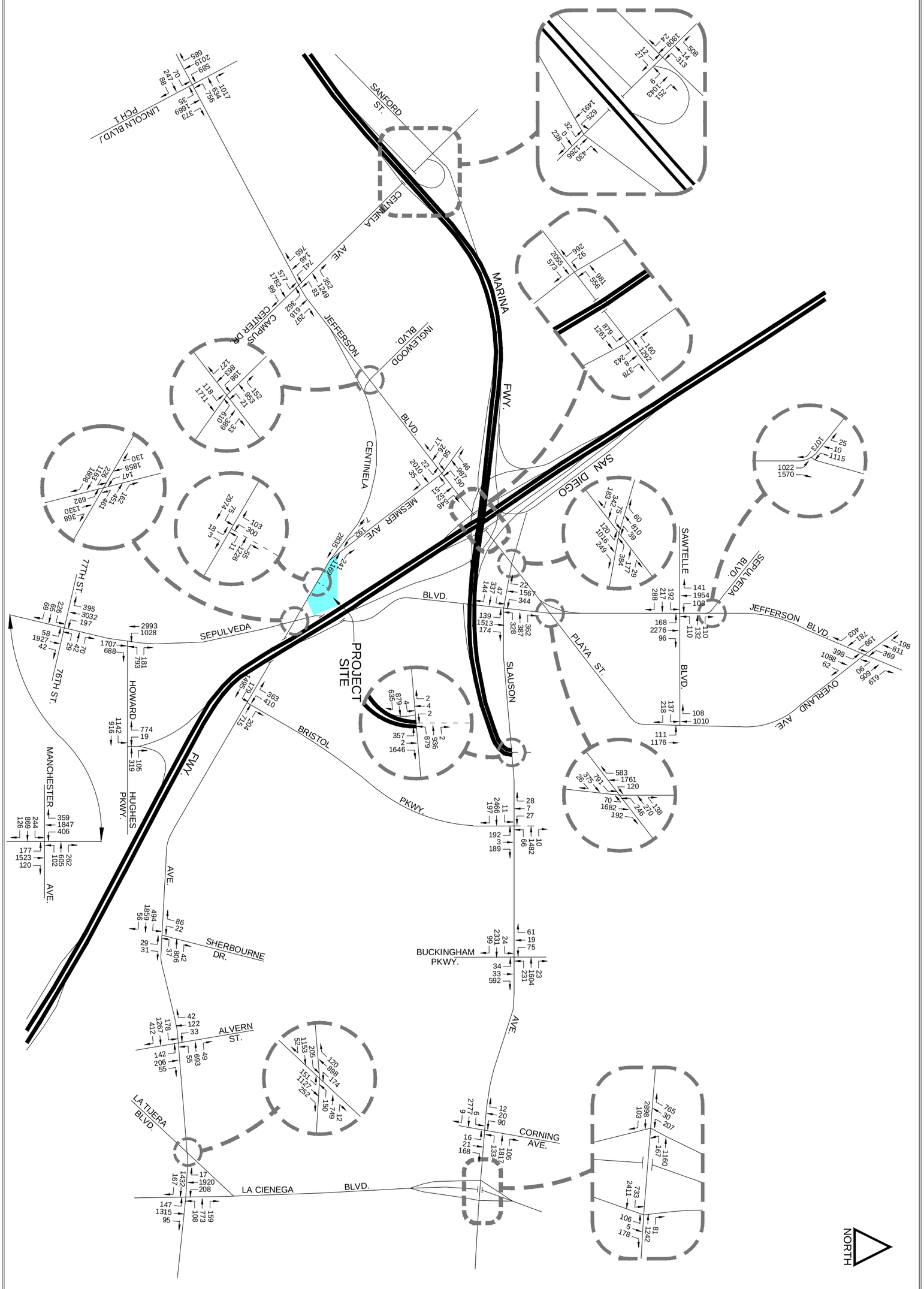

FIGURE D-1(b)

6/28/2016

FN: Entradall\PM2016WPC_APR

FUTURE TRAFFIC VOLUMES
(EXISTING WITH APPROVED PROJECT + CUMULATIVE PROJECTS VOLUMES)
PM PEAK HOUR

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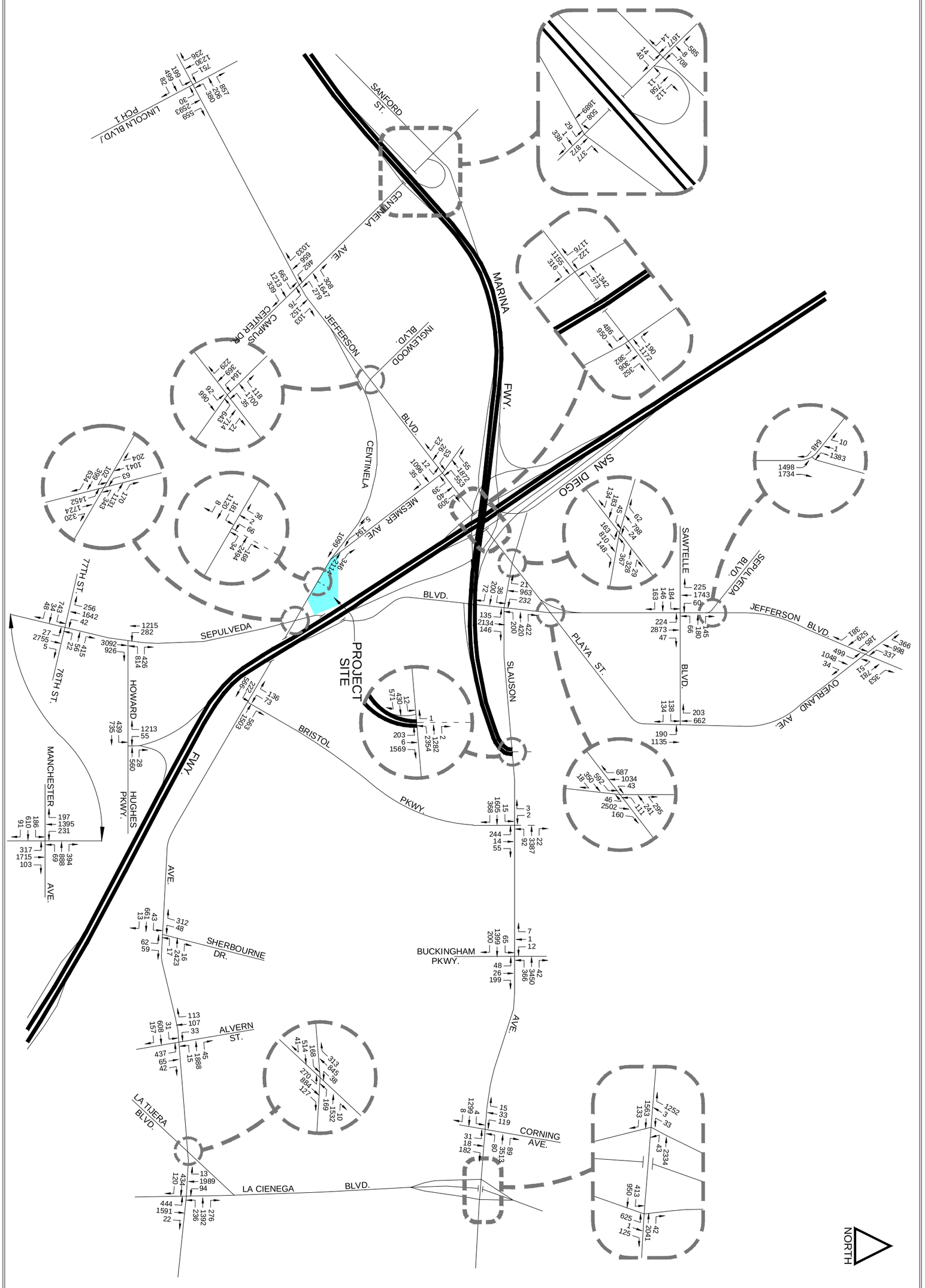

FIGURE D-2(a)

6/28/2016

FN: Entradall\AM2016WPC

FUTURE TRAFFIC VOLUMES
(EXISTING WITH MODIFIED PROJECT + CUMULATIVE PROJECTS VOLUMES)
AM PEAK HOUR

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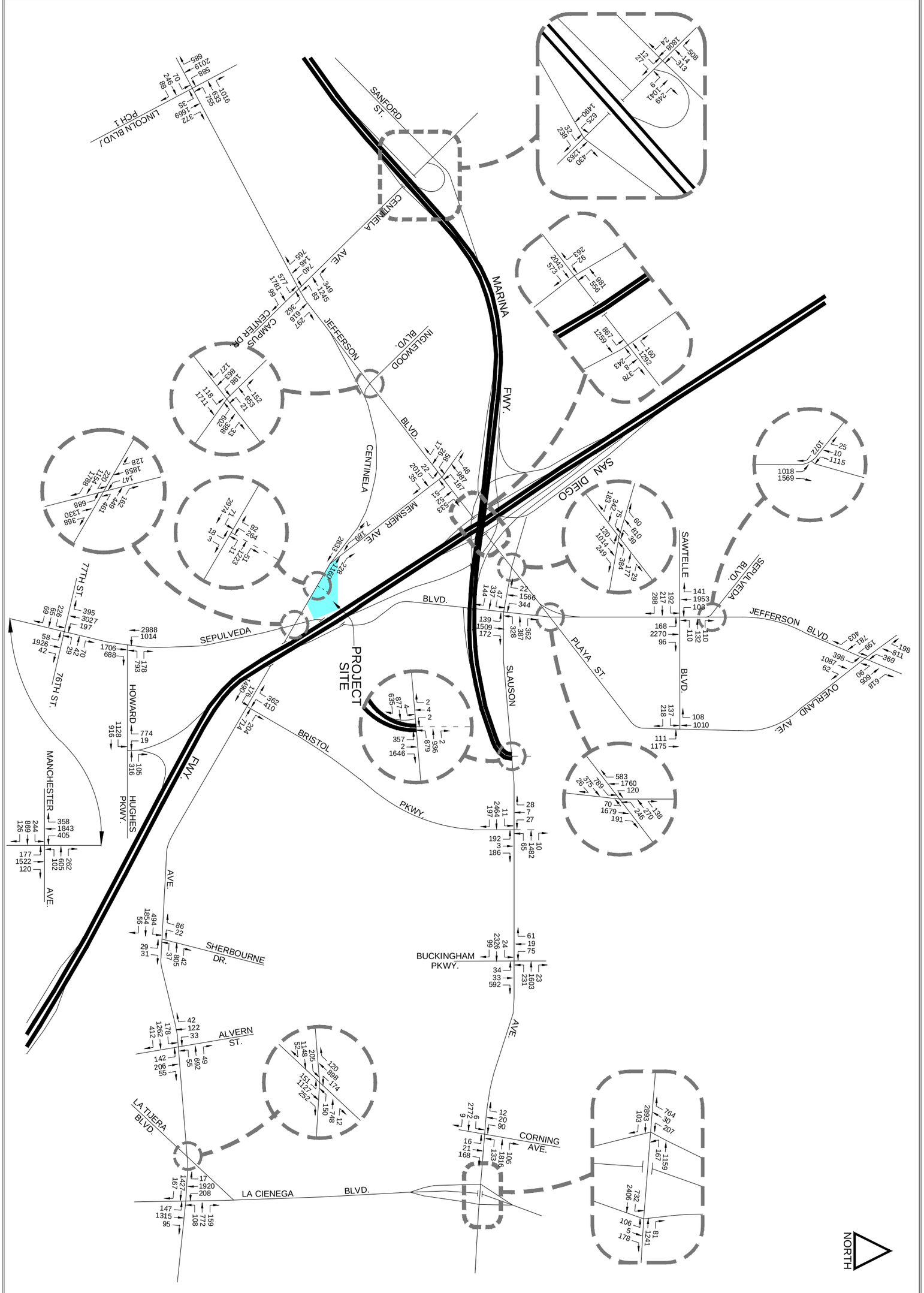

FIGURE D-2(b)

6/28/2016

FN: Entradall\PM2016WPC

FUTURE TRAFFIC VOLUMES
(EXISTING WITH MODIFIED PROJECT + CUMULATIVE PROJECTS VOLUMES)
PM PEAK HOUR

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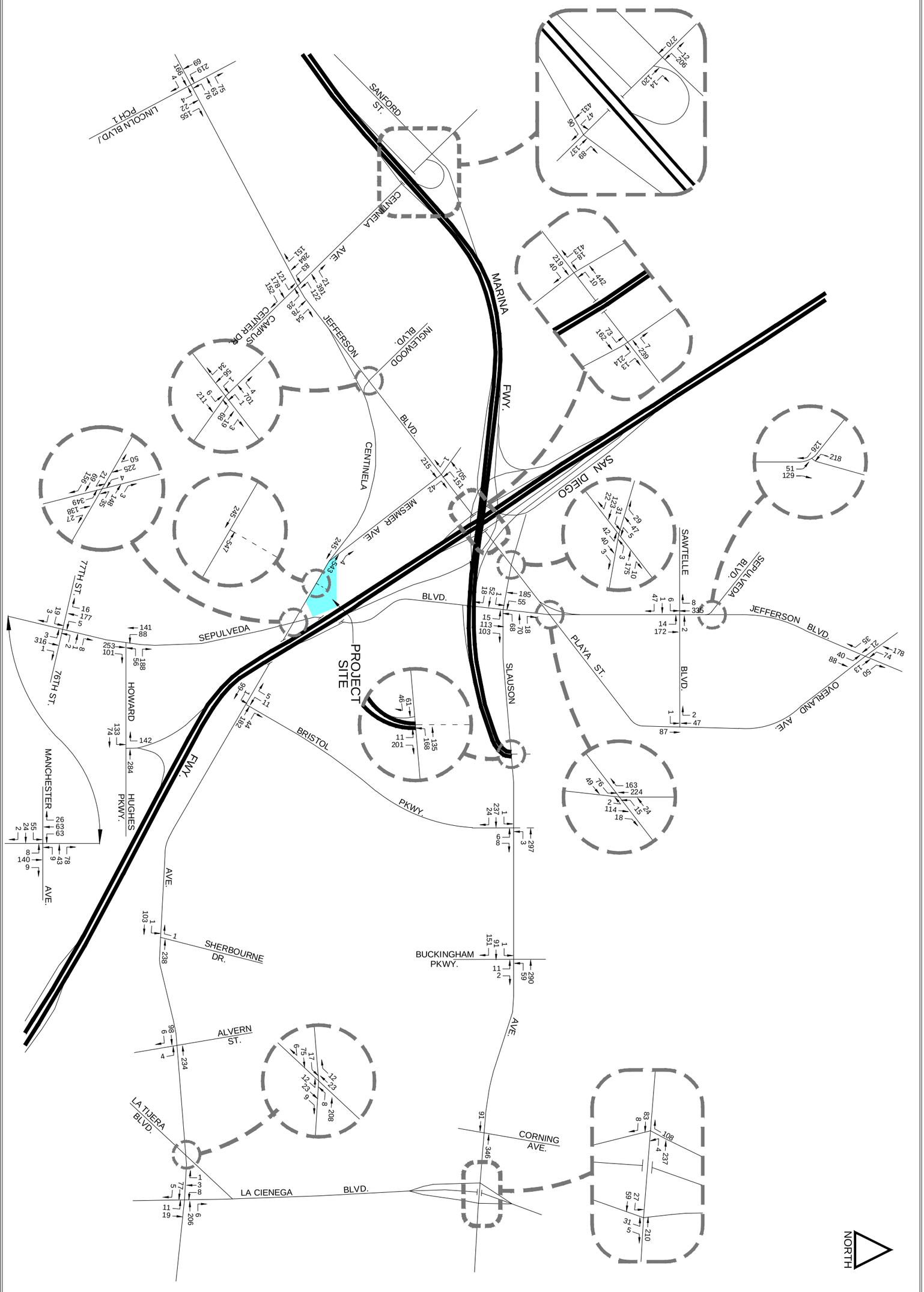

FIGURE D-3(a)

6/28/2016

FN: EntradaII\AMRELPRJ

COMBINED CUMULATIVE PROJECTS TRAFFIC VOLUMES
(RELATED PROJECTS VOLUMES)
AM PEAK HOUR

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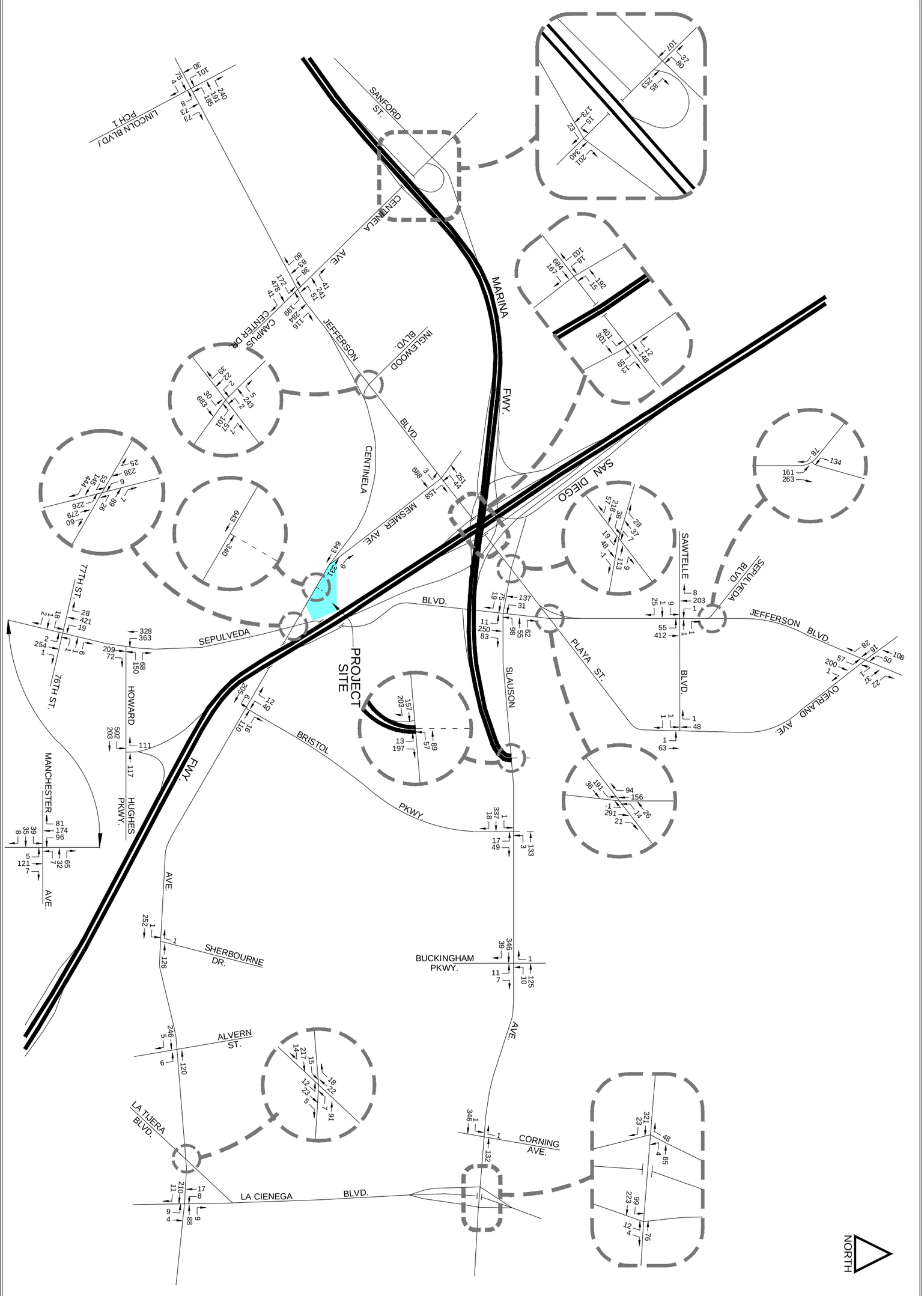

FIGURE D-3(b)

6/28/2016

FN: EntradaII\PMRELPRJ

COMBINED CUMULATIVE PROJECTS TRAFFIC VOLUMES
(RELATED PROJECTS VOLUMES)
PM PEAK HOUR

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2007 Sawtelle Boulevard
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APPENDIX E

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

APPENDIX E

TRANSPORTATION DEMAND MANAGEMENT PLAN

This document provides the Transportation Demand Management (TDM) Plan (the "Plan") for the Entrada Creative Office Project (the "Project"), a 281,209 gross square-foot office building at 6161 W. Centinela Avenue in the City of Culver City. The office building will share the site and parking supply with the existing DoubleTree by Hilton Hotel and amenities building (the "Hotel").

This Plan incorporates and complies with all applicable TDM and trip reduction ordinances of the City of Culver City. It also provides for flexibility, including the implementation of additional measures as necessary to accomplish the reduction in trips. The Plan targets primarily Project employees, but it is available to Hotel employees as well. All employees will be encouraged to use alternative commute methods through the provision of various Plan amenities and information services that are intended to increase the awareness and attractiveness of such travel options. Below are the goal, measures and procedures that comprise this Plan.

I. TDM PLAN GOAL

For purposes of traffic impact mitigation, the Project is required to achieve a 10 percent reduction in its weekday peak-hour trip generations. As the Project trips will be co-mingled with those generated by the Hotel, distinguishing between trips will be necessary. However, as long as there is a reduction in the site-wide trip generation equivalent to 10 percent of the Project peak-hour trips, the mitigation requirement will be satisfied, regardless of how it is achieved.

II. TDM MEASURES

The TDM measures described below not only comply with the City TDM ordinance, but also mitigate the Project traffic impacts and have the potential to achieve a 10 percent reduction in Project peak-hour trips.

III. CODE REQUIRED MEASURES

A. Building & Site Design Amenities

A.1 Project employees who regularly carpool or vanpool with at least one other Project or Hotel employee shall be given access to preferential parking spaces to encourage employee ridesharing. "Preferential" parking spaces shall be designated among the closest non-handicapped employee parking available, and shall be more convenient for qualified carpools and vanpools than parking for employees who drive alone to work.

Designated carpool and vanpool parking shall ultimately comprise at least 10 percent of the parking spaces required for the Project employees. These preferential parking spaces shall be identified with signs and/or markings designating them for employee carpool and vanpool spaces. Initially, 33 carpool/vanpool spaces will be installed on the Ground Level, as shown on Figure E-1(a). As demand warrants, additional carpool/vanpool spaces will be installed on the P2 Level in the areas identified on Figure E-1(b). A minimum vertical clearance of 8 feet and 2 inches shall be provided for parking and access ways to be used by vanpool vehicles. Adequate turning radii and a minimum parking space dimension of 9 feet wide by 18 feet in length shall be provided for vanpool parking areas. A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers shall also be provided.

A.2.a Bicycle Parking – Bicycle racks or other secure bicycle parking will be provided on the ground level to accommodate 42 bicycles on the ground level, which include 28 long-term and 14 short-term spaces. This amount of bicycle parking exceeds what is currently required by code. Secure bicycle parking may consist of a fully enclosed space or a locker accessible only to the owner or operator of the bicycle that protects the bicycle from inclement weather. To the extent feasible, the bicycle parking will be located closer to building entrances than the nearest off-street automobile parking spaces, and will be separated from automobile parking spaces or aisles by a wall, fence, or curb, or by at least five feet of open space marked to prohibit parking. The bicycle parking is identified on Figure E-1(a).

A.2.b Locker and Shower Facilities – One clothes locker is required per employee bicycle parking space and three showers per gender will be provided with the employee bicycle facilities. The lockers and showers will be located near the bicycle parking, as shown on Figure E-1(a), and will be accessible only to Project employees. The lockers and showers will be used as support facilities for the TDM Plan.

A.2.c Direct and Safe Bicycle Access - Direct and safe bicycle access shall be provided to all bicycle parking facilities. Aisles providing access to bicycle parking spaces will be at least five feet in width.

A.3 Direct and Safe Pedestrian Access – Such access shall be provided via designated pathways or sidewalks from the Project building to the external pedestrian circulation system, vehicle and bicycle parking areas, and nearby transit facilities.

B. TDM Information & Services

B.1 Centralized Transportation Information Display(s) – A bulletin board, display case or kiosk displaying transportation information in a prominent area accessible to the greatest number of employees shall be installed. Such information will include, at a minimum, the following:

B.1.a Current maps, routes and schedules for public transit routes serving the site.

B.1.b Telephone numbers/websites for referrals on regional ridesharing agencies, transportation management associations and local transit operators.

B.1.c Ridesharing material supplied by commuter-oriented organizations.

B.1.d Bicycle route and facility information, including regional/local bicycle maps and safety information.

B.1.e A listing of and promotional material for other facilities and resources that may be available for carpoolers, vanpoolers, transit riders, bicyclists, and pedestrians at the site.

IV. SUPPLEMENTAL REQUIRED MEASURES

In addition to the aforementioned code required measures, the supplemental measures described below are necessary to achieve the desired trip reductions.

A. TDM Information & Services

A.1 Employee Transportation Coordinator (ETC) – The ETC will be responsible for maintaining the transportation information display(s) and providing services such as on-site transit pass sales, assistance with carpool/vanpool matching, oversight of the preferred carpool/vanpool parking program, and other services as listed below. The ETC will be a resource who employees can contact for TDM-related assistance, and who can also coordinate resources, ideas, and incentives with other local Transportation Management Organizations (TMO).

A.2 Carpool /Vanpool Matching – A ridematching service will be made available to help site employees find carpool and/or vanpool partners. The ETC will facilitate employee ridematching using internal/external systems, databases and other appropriate means. The primary emphasis will be to match site employees with one another, given the goal of reducing the site-wide trip generation. The availability of this service will be advertised through the transportation information display(s) in the context of information on preferred carpool/vanpool parking opportunities. Vanpool formation will also be further encouraged through the following actions:

A.2.a Vanpool Start-Up Assistance – The ETC will provide further assistance, as needed, to site employers or employees attempting to initiate vanpool service. Such assistance can include research of van leasing arrangements, research of applicable tax credits available to sponsoring employers or participating employees, and assistance with route development.

A.2.b Vanpool Startup and Empty Seat Subsidy – For each new vanpool started at the site, the Project will offer a start-up subsidy and temporarily underwrite a portion of the vanpool cost when there is a transition in ridership for the empty seat.

A.2.c Reimbursement of Driver Medical Exam Costs – For each new vanpool started at the site, the Project will reimburse the lead driver, plus one alternate driver, partially or wholly the direct cost they each pay for their initial medical exam that is required to operate the vanpool.

A.3 Guaranteed Ride Home Program – This program offers registered alternative commute participants a free ride home (e.g., via a taxi voucher arrangement) in the event of an emergency or unexpected overtime. The number of emergency rides is typically limited to four or six per year to prevent overuse of the program. Such a program is often a valuable selling point to employees who want to engage in a rideshare or alternative mode arrangement but are concerned of being stranded should an emergency or the unexpected arise.

A.4 Subsidization of Transit Passes – Through the ETC, the Project will sell Transit Access Pass (TAP) cards or similar type transit passes at discount to employees.

B. On-Site Services and Amenities – The Project will provide on-site services and amenities, including a café and an amenity deck, clothes lockers and showers, as indicated on Figures E-1(a) and E-2. (The Amenity Deck is shown on the Modified Project Site Plan, Figure 2, in the main report) The office lobby on the first level will be able to accommodate an automated teller machine. Individual tenants will be able to provide lunch rooms and vending machines for their employees, should they so choose. A tenant occupying one or more floors may elect to provide a cafeteria and/or fitness area for its employees, as is increasingly standard for companies in the technology, entertainment and media fields.

C. Tenant TDM Provision – The Tenant TDM Provision will also encourage tenants to offer employees the flexibility to adjust their designated work schedules to arrive and depart outside the commute peak periods, upon supervisor or management approval.

V. OPTIONAL MEASURES

The optional measures described below, and/or other appropriate measures, may be implemented to further ensure an effective TDM program.

A.1 Parking Cash Out – Any employee working in the Project who receives or is entitled to a parking subsidy from his or her employer may be offered the option to be paid the amount of that subsidy in cash, to be used at the employee's option for any expenses associated with commuting to and from work or any other expenses.

A.2 New Business/Employee Commuter Benefits Flier/Packet – The ETC may prepare emails, fliers and/or packets outlining some of the key TDM amenities and services that are available in support of alternative transportation. The emails/fliers/packets may be distributed to site employers for posting or for dissemination to their employees.

A.3 Other Marketing – The annual state- and regional-level events, such as relating to Rideshare Week and Bike-to-Work Day may be advertised and potentially used as the setting for a site-specific marketing event and/or transportation fair.

A.4. Tenant TDM Provision

The building owner may include a TDM provision with each lease, which formally introduces tenants to the TDM Plan and encourages tenants to participate in the various rideshare and alternative mode programs and services in the area. The Tenant TDM Provision will also encourage tenants to consider alternative work hour schedules, if feasible, such as outlined below.

Adjustable Work Schedules – Examples of alternative work schedules include:

1) Compressed work week schedules, such as the 9/80 work schedule that allows employees to compress their work schedules into nine days to receive one specified day off every-other week; and/or

2) Adjusting the typical start and end times of specific departments or offices to avoid the peak period.

VI. TRIP MONITORING PROGRAM AND PROCEDURES

Beginning no earlier than initial 85 percent occupancy and as determined by the City, the Project shall initiate a trip monitoring program that measures the site-wide vehicular traffic at each site driveway and any off-site driveway serving site uses during the weekday periods of 7:00-9:00 AM and 4:00-6:00 PM. The measurement of these trips shall be conducted once a year on three normal business weekdays within a one-month period. The monitoring measurement will attempt to isolate and separate trips not associated with the Project, such as trips associated with the adjacent hotel and conference center and the nearby Pacifica Plaza office building. The procedures for the driveway count measurements, including modifications should such be warranted, shall be to the satisfaction of the City of Culver City Transportation Manager in consultation with the Project Applicant. Based on the collected information, the average number of site-wide vehicle trips during the highest consecutive 60-minutes of the AM and PM peak-hour periods shall be determined for the Project.

The Project Applicant shall submit to the City of Culver City up to a total of five annual reports that document the effectiveness of the TDM Plan. The annual report shall be submitted within 45 days after the third day of trip measurement. The Project Applicant shall pay all costs associated with trip monitoring program and procedures, including $5,000 per year to the City to cover the cost of staff review of the annual reports. The City shall review the report within 45 days after its receipt and determine whether the site-wide trip generation has been reduced equivalent to 10 percent of the Project peak-hour trips. The City shall also determine whether any remedial measures are necessary for the Plan. In the event that the occupancy of the office building falls below 85 percent, then the measured trips shall be adjusted accordingly.

VII. NON-COMPLIANCE WITH ALLOWABLE TRIP LEVELS

If the City determines after its review of an annual report that the site-wide trip generation exceeds the trip reduction level indicated above, then the Project shall have one year to achieve compliance. If the annual report subsequent to the noncompliant annual report shows that the Project is not in compliance, the City and the Project Applicant shall discuss other additional measures, operating improvements and/or modifications to the TDM Plan as may be necessary to achieve compliance. If the City and the Project Applicant reach agreement on such additional measures, operating improvements and/or modifications, the Project Applicant shall implement them. If the City and the Project Applicant are unable to reach agreement on such additional operating improvements and/or modifications, the City shall be able to require the Project Applicant to implement reasonable and feasible measures, operating improvements and/or modifications that are suitable for achieving compliance, such as requiring the Project Applicant or tenants to (1) buy and provide free of charge to on-site tenants/employees an

annual bus pass for each excess trip occurring in the peak hour with the most excess trips, up to a maximum of 44 annual bus passes (based on 10 percent of 438 AM peak-hour trips); (ii) provide other reasonable economic incentives to encourage the use of public transit or increase ridesharing; and/or (iii) increase the number of reserved carpool and vanpool preferential parking spaces in order to further encourage employee carpool/vanpool usage and ridesharing. Any such measure, improvements or modifications shall be required only after consulting with the Project Applicant.

The City shall also be able to impose a financial penalty on the Project Applicant for any excess trips. This cost shall be based on the median of the daily trips fees estimated in the Metro *Congestion Management Mitigation Fee Feasibility Report*, adopted September 2008, and adjusted by the highest ratio of the daily trip rate versus the AM or PM peak-hour trip rate for general office use according to the current 9th Edition of the ITE *Trip Generation* handbook. The adjustment factor is calculated to be 7.40, which is based on the PM trip rate. The range of daily trip fees in the above adopted report is $200 to $1,600 and the median fee is $900. Applying the 7.40 factor to this median daily fee, the peak-hour penalty is calculated to be $6,660. The city shall be able to apply this peak-hour penalty fee against each excess AM and PM peak-hour trip, as determined from the relevant annual monitoring report. The maximum penalty fee payment in any year shall not exceed $300,000, and the maximum total of all penalty payments in the aggregate for the entire monitoring program shall not exceed $1,000,000. Any collected penalty fees shall be used by the City for regional traffic improvements at the discretion of the City.

Notwithstanding the trip fee requirements described above, the Project Applicant may instead elect to make a one-time payment of $300,000 (the "TDM Payment") to the City in lieu of the trip fee requirement set forth above. If the Project Applicant elects to make the TDM Payment, the Project Applicant shall give written notice to the City and make the TDM Payment before the issuance of the Certificate of Occupancy for the Project. Upon payment of the TDM Payment, the trip free requirements above shall not apply. The TDM Payment will be used by the City to focus on transit, pedestrian, and bicycle modes of transportation that will help alleviate traffic congestion.

Unless the Project Applicant elects to make the TDM Payment, before release of any Certificate of Occupancy, the Project Applicant shall be required to establish a letter of credit or other financial instrument acceptable to the City Attorney for $1,000,000 to cover the fee for the entire monitoring program. Once a letter of credit is established, the Project Applicant shall renew it on an annual basis from the initial deposit, with the amount adjusted down for trip fees paid during the year. Notwithstanding this condition, if the Project Applicant elects to

make the one-time TDM Payment as described above, the requirement to provide the letter of credit or other financial instrument shall not be required.

As appropriate, the Project Applicant may submit additional reports or supplemental information for consideration demonstrating that measures that may have been additionally required by the City for noncompliance reasons can be rescinded. When there are at least three consecutive annual reports demonstrating continuous compliance with the trip reduction levels, the Project shall be deemed to have satisfied the TDM mitigation measure requirement with respect to the payment of trip fees and no further action by the Project Applicant regarding this requirement shall be necessary.

VIII. TDM PLAN COMMITMENT

The Project Applicant is committed to implementing an effective and successful TDM Plan. All tenants of the Project will abide by the TDM Plan.

Figures E-1 and E-2

Conceptual Project Ground Level and P2 Level Parking Plans

With TDM Measures (Carpool/Vanpool Spaces)

And First Floor Plan with Café (Amenity)

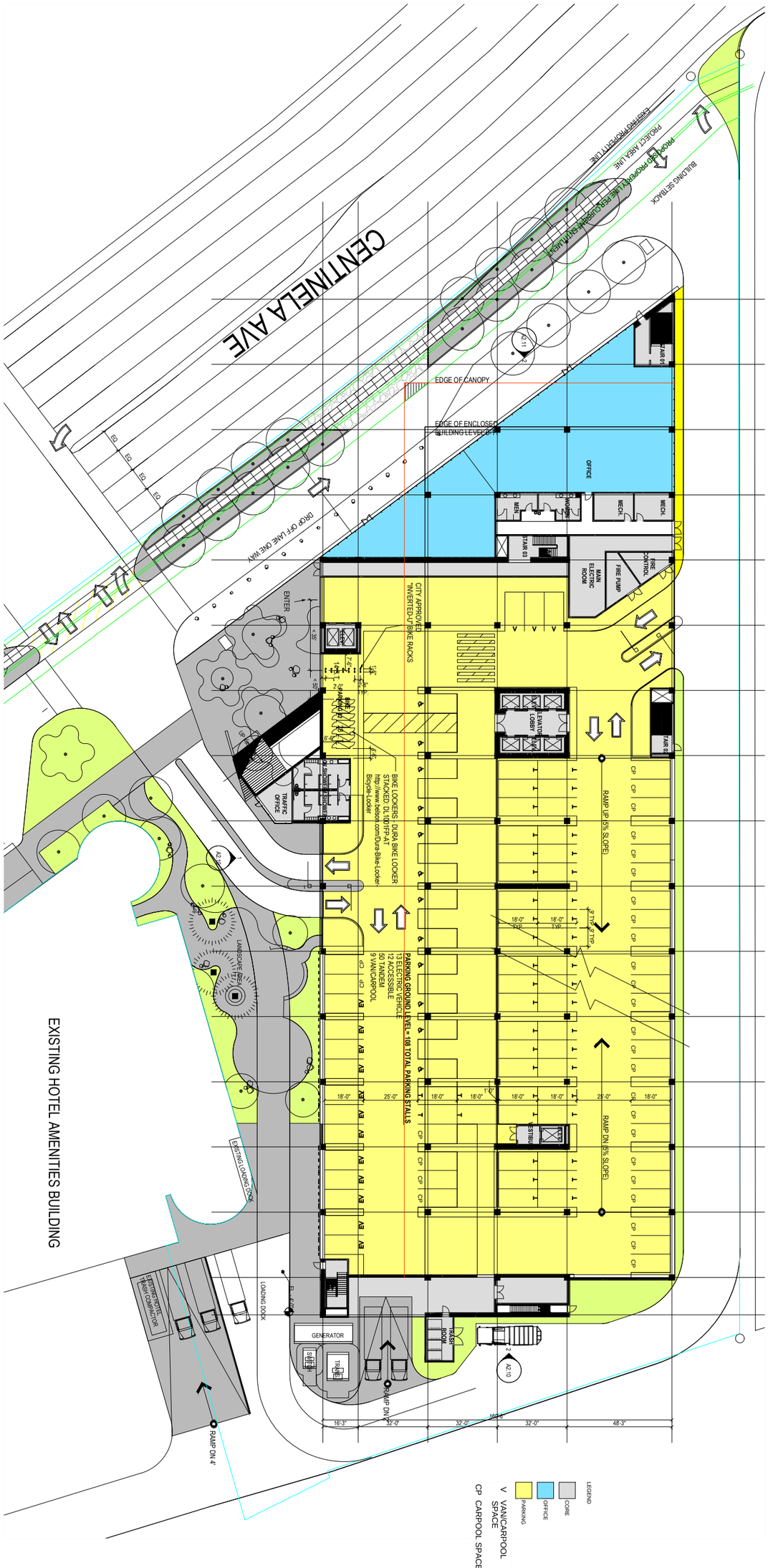

FIGURE E-1(a)

6/28/2016

FN: ENTRADA II\SITE PLAN-1

GROUND LEVEL PARKING PLAN
WITH TDM CARPOOL / VANPOOL SPACES,
BICYCLE PARKING AND SHOWERS / LOCKERS

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

FIGURE E-1(b)

6/28/2016

FN: ENTRADA II\SITE PLAN-1

P2 LEVEL PARKING PLAN
WITH POTENTIAL TDM CARPOOL / VANPOOL SPACES

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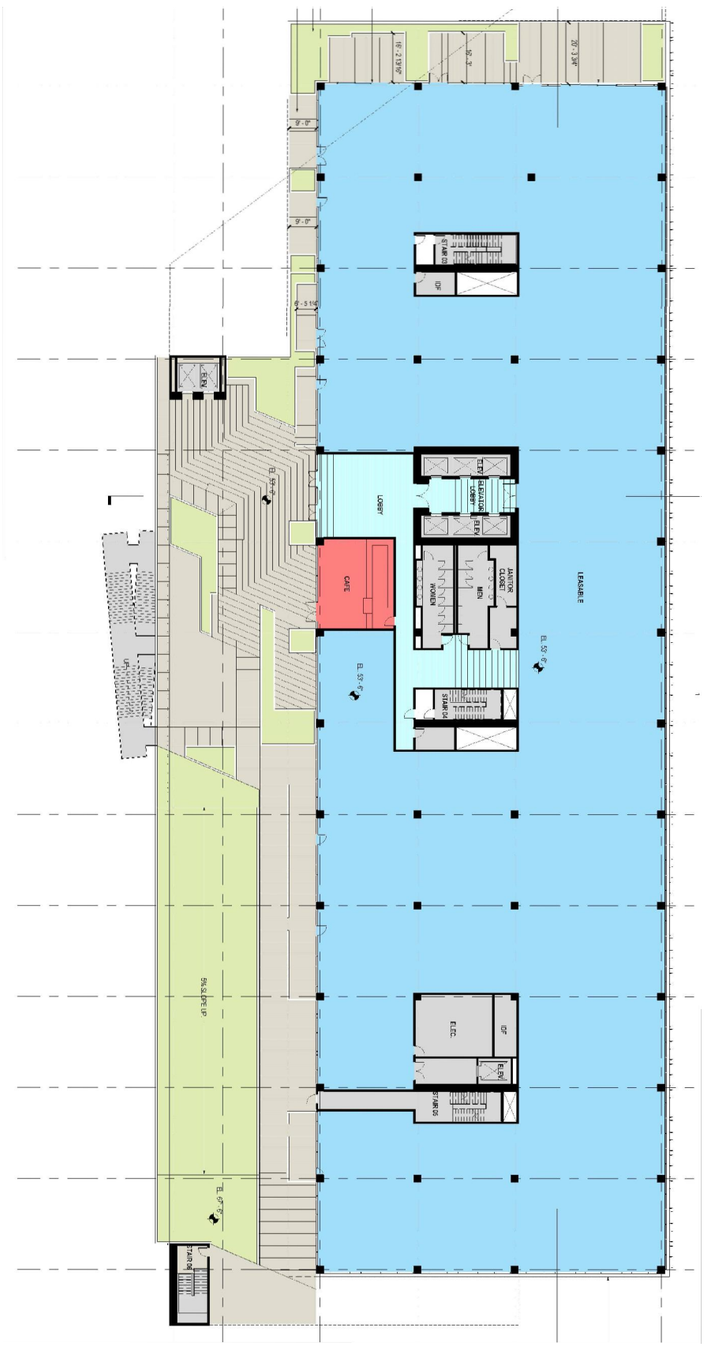
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com



NORTH

FIGURE E-2

6/28/2016

FN: ENTRADA II\SITE PLAN-2

FIRST LEVEL FLOOR PLAN
WITH CAFE (AMENITY)

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX F

CONCEPTUAL TRAFFIC MITIGATION

AND PROJECT FEATURE IMPROVEMENT PLANS

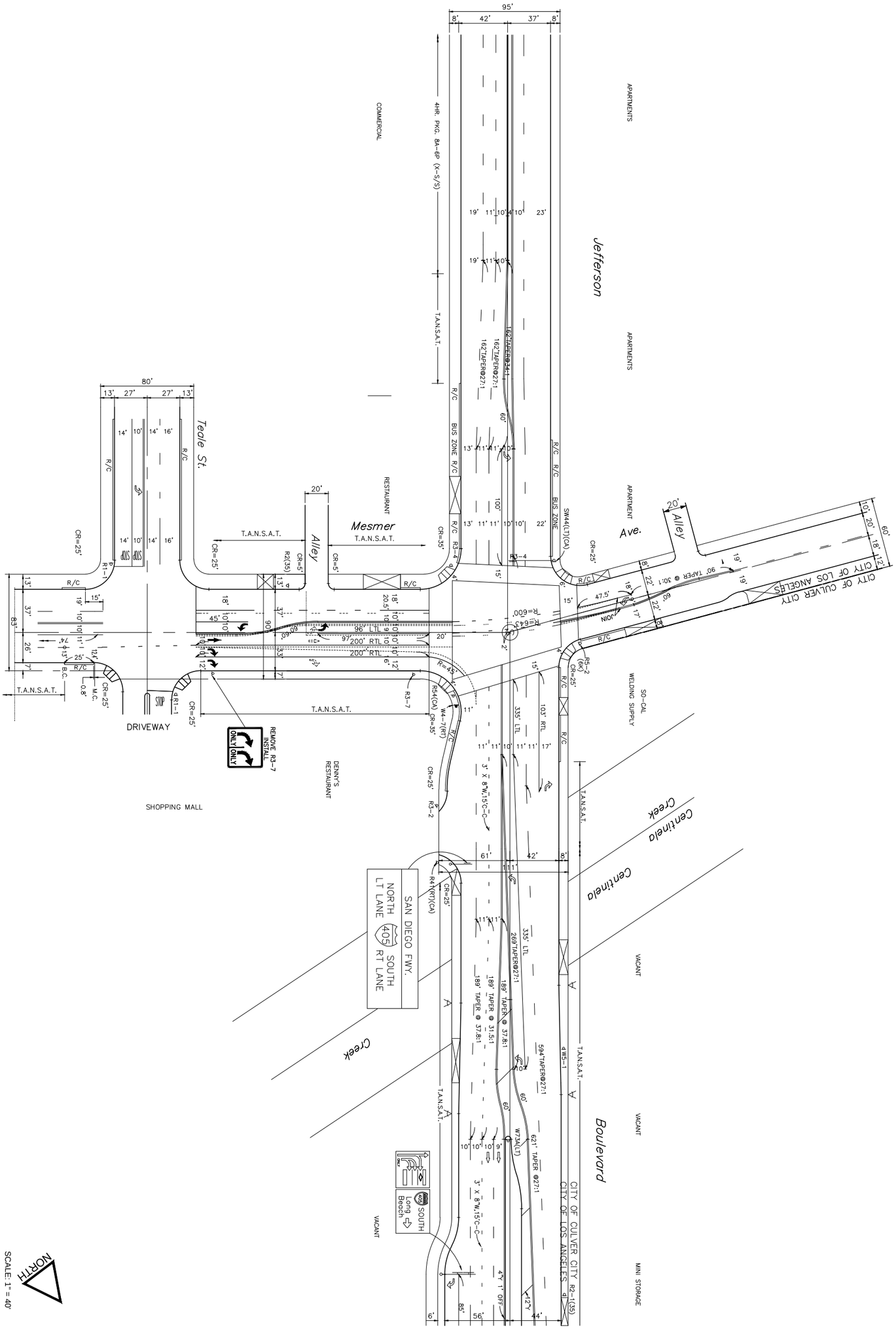


FIGURE F-1

5/26/2016

FN: Entradall\ConceptualMitigPlans\20160516\ CONCEPTUAL-STRP-JEFFERSON20160516

MITIGATION MEASURE FOR JEFFERSON BOULEVARD & MESMER AVENUE

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

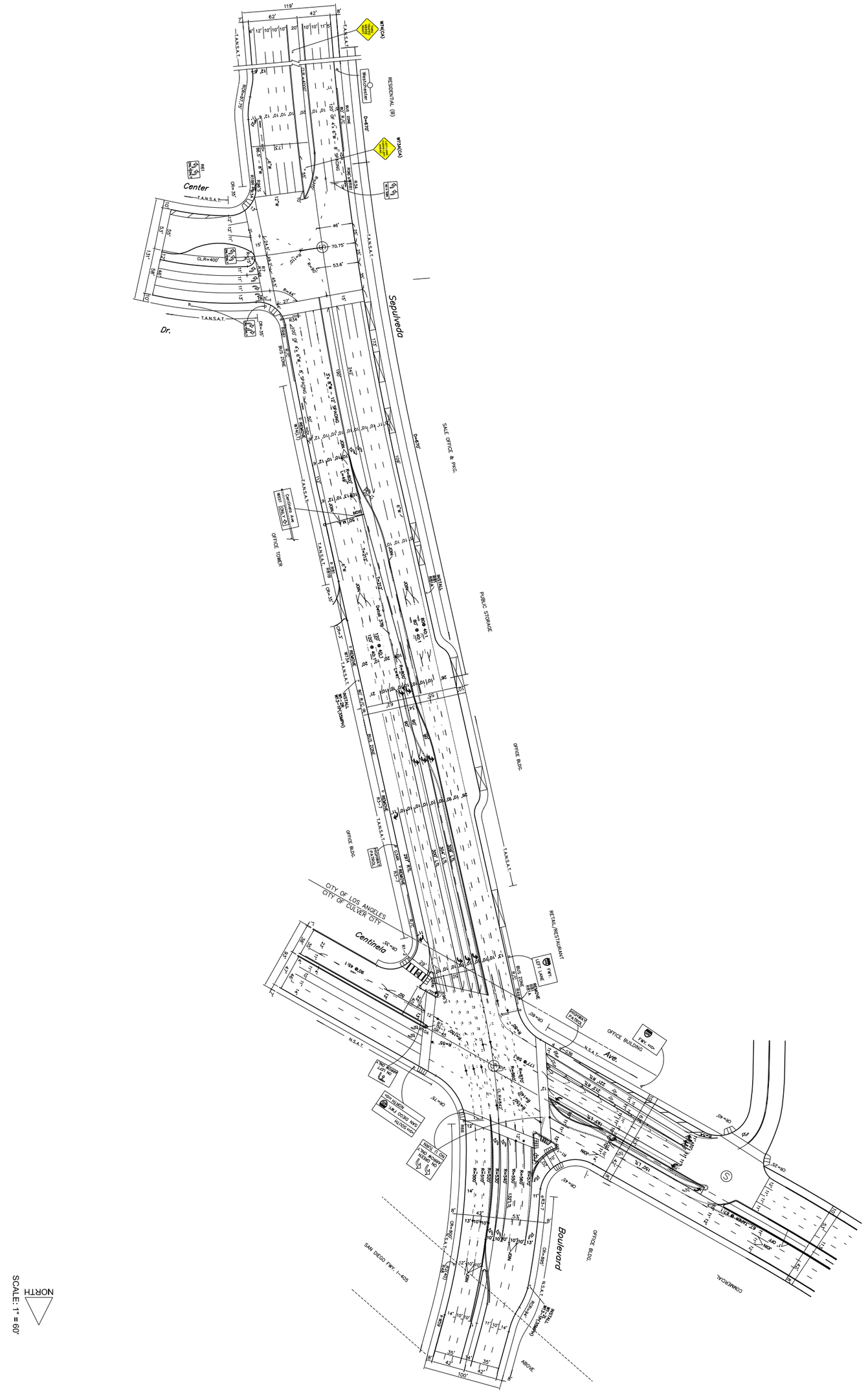


FIGURE F-2

10/31/2016

FN: EntradaII\ConceptualMitigPlans\20160516\CONCEPTUAL-STRP-CENTINELA-COMP20161031

MITIGATION MEASURE FOR CENTINELA AVENUE & SEPULVEDA BOULEVARD

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

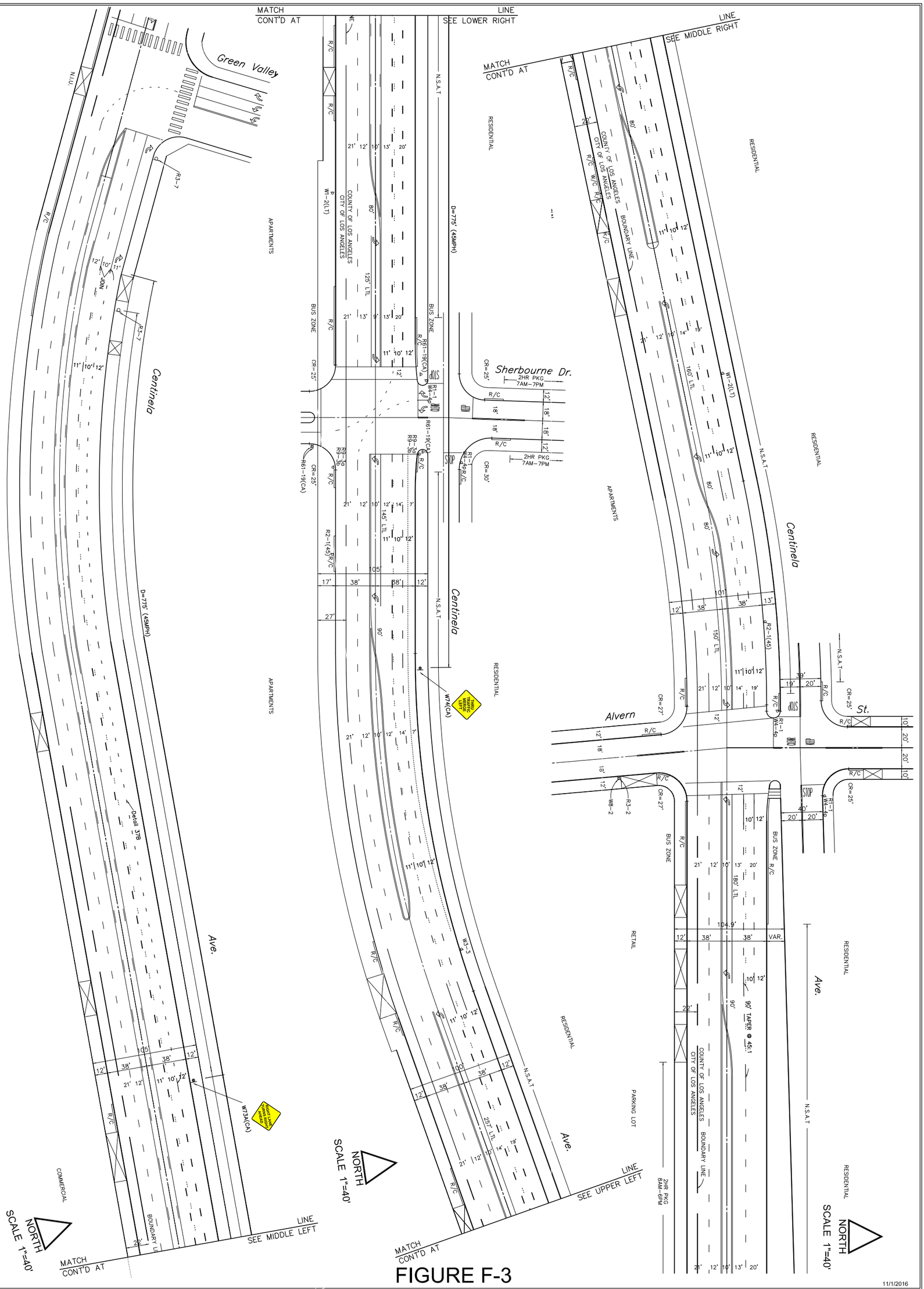


FIGURE F-3

11/1/2016

FN: EntradaII\ConceptualMitigPlans\20160516\CONCEPTUAL-STRP-CENTINELA and ALVERN20161101

MITIGATION MEASURE FOR CENTINELA AVENUE & ALVERN STREET AND CENTINELA AVENUE & SHERBOURNE DRIVE

CRAIN & ASSOCIATES

Transportation Planning
Traffic Engineering

2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771

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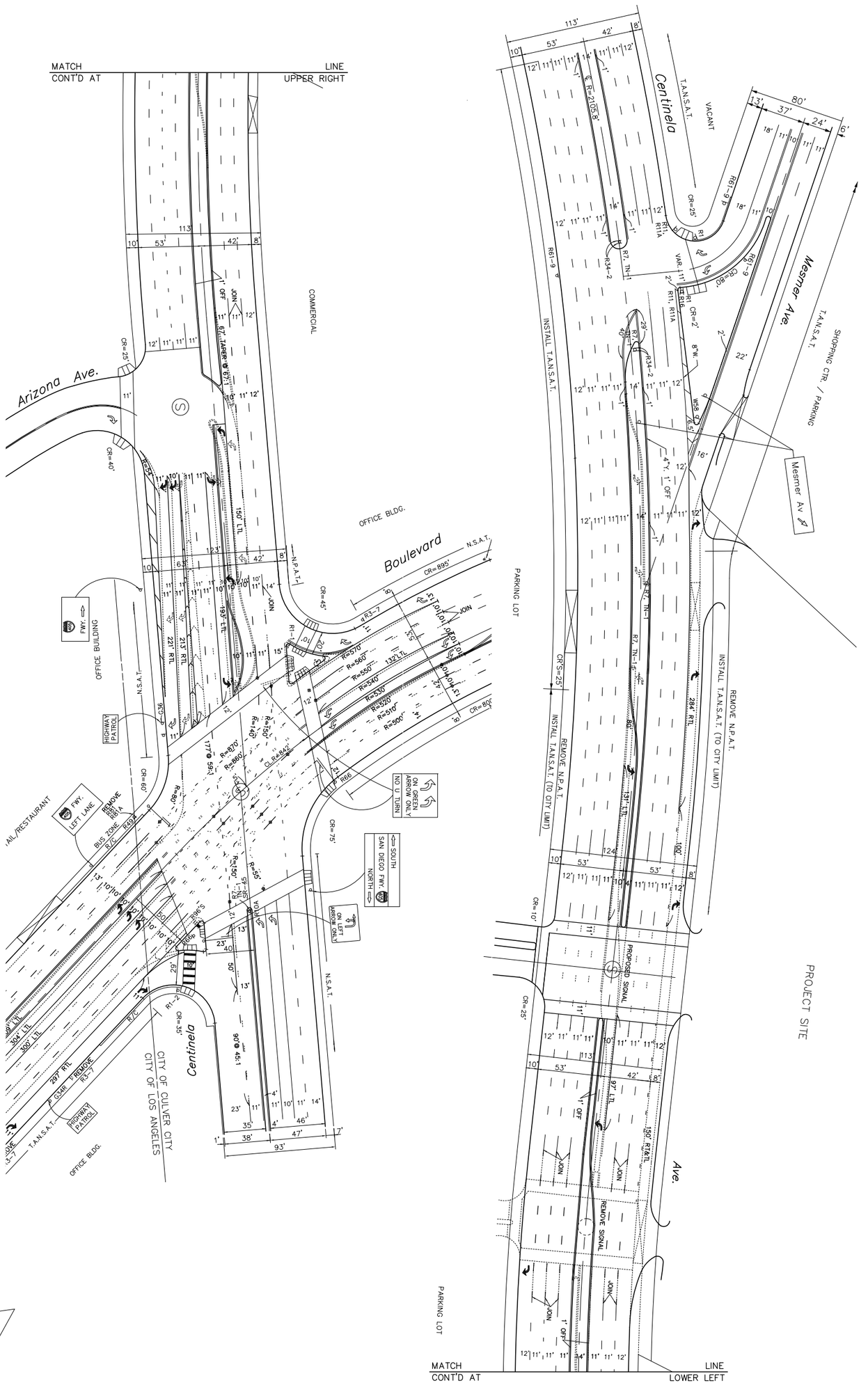

FIGURE F-4

11/01/2016

FN: Entradall\ConceptualMtgPlans\20160516\CONCEPTUAL-STRP-CENTINELA-20161101FIG4

PROJECT FEATURE IMPROVEMENT FOR CENTINELA AVENUE ALONG PROJECT SITE, INCLUDING CENTINELA AVENUE & MESMER AVENUE

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX G

CMA/HCM LEVEL OF SERVICE WORKSHEETS

EXISTING (2016) TRAFFIC CONDITIONS

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	51	768	157	145
EASTBOUND	185	508	94	252
NORTHBOUND	459	959	34	0
SOUTHBOUND	263	808	0	366

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	384	N/A	157	N/A
EASTBOUND	185	N/A	254	N/A	94	N/A
NORTHBOUND	252	N/A	496	496	N/A	N/A
SOUTHBOUND	145	N/A	404	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 569
NORTH-SOUTH CRITICAL VOLUMES 656

THE SUM OF CRITICAL VOLUMES 1225

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.821

LEVEL OF SERVICE ..... D

---

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	1153	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1443	1390	214
SOUTHBOUND	0	495	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	427	N/A	N/A	N/A	N/A	388
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	708	708	708	N/A
SOUTHBOUND	N/A	N/A	248	248	N/A	N/A

EAST-WEST CRITICAL VOLUMES 427
NORTH-SOUTH CRITICAL VOLUMES 708
THE SUM OF CRITICAL VOLUMES 1135

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.726

LEVEL OF SERVICE C

---

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	66	178	145	0
EASTBOUND	178	145	8	108
NORTHBOUND	210	2696	47	0
SOUTHBOUND	60	1369	217	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	66	N/A	162	162	N/A	N/A
EASTBOUND	178	N/A	145	N/A	8	N/A
NORTHBOUND	210	N/A	686	686	N/A	N/A
SOUTHBOUND	60	N/A	529	529	N/A	N/A

EAST-WEST CRITICAL VOLUMES 340
NORTH-SOUTH CRITICAL VOLUMES 746

THE SUM OF CRITICAL VOLUMES 1086

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.692

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	137	0	134	0
NORTHBOUND	190	1047	0	0
SOUTHBOUND	0	615	201	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	137	N/A	N/A	N/A	134	N/A
NORTHBOUND	190	N/A	524	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	408	408	N/A	N/A

EAST-WEST CRITICAL VOLUMES 137
NORTH-SOUTH CRITICAL VOLUMES 598

THE SUM OF CRITICAL VOLUMES 735

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.735

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	96	217	273	22
EASTBOUND	514	301	18	0
NORTHBOUND	44	2385	141	0
SOUTHBOUND	43	783	229	283

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	108	N/A	273	N/A
EASTBOUND	283	N/A	160	160	N/A	N/A
NORTHBOUND	44	N/A	842	842	N/A	N/A
SOUTHBOUND	43	N/A	261	N/A	229	N/A

EAST-WEST CRITICAL VOLUMES 556
NORTH-SOUTH CRITICAL VOLUMES 885

THE SUM OF CRITICAL VOLUMES 1441

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.978

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	364	153	19	0
EASTBOUND	14	60	0	112
NORTHBOUND	121	768	0	145
SOUTHBOUND	19	739	33	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	N/A	172	N/A	N/A
EASTBOUND	14	N/A	60	N/A	0	N/A
NORTHBOUND	121	N/A	256	N/A	0	N/A
SOUTHBOUND	19	N/A	257	257	N/A	N/A

EAST-WEST CRITICAL VOLUMES 260
NORTH-SOUTH CRITICAL VOLUMES 378

THE SUM OF CRITICAL VOLUMES 638

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.394

LEVEL OF SERVICE ..... A

---

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	117	350	307	97
EASTBOUND	35	148	0	54
NORTHBOUND	120	2017	41	0
SOUTHBOUND	177	751	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	64	N/A	175	N/A	307	N/A
EASTBOUND	35	N/A	74	N/A	0	N/A
NORTHBOUND	120	N/A	686	686	N/A	N/A
SOUTHBOUND	97	N/A	257	257	N/A	N/A

EAST-WEST CRITICAL VOLUMES 342
NORTH-SOUTH CRITICAL VOLUMES 783

THE SUM OF CRITICAL VOLUMES 1125

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.748

LEVEL OF SERVICE C

---

* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	2186	1132	2	0
EASTBOUND	12	367	0	525
NORTHBOUND	192	6	0	1368
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	801	N/A	566	N/A	2	N/A
EASTBOUND	12	N/A	122	N/A	0	N/A
NORTHBOUND	99	99	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 922
NORTH-SOUTH CRITICAL VOLUMES 100

THE SUM OF CRITICAL VOLUMES 1022

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.673

LEVEL OF SERVICE ..... B

---

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	66	3075	22	0
EASTBOUND	14	1366	278	66
NORTHBOUND	238	14	44	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	36	N/A	1032	1032	N/A	N/A
EASTBOUND	14	N/A	455	N/A	278	N/A
NORTHBOUND	131	N/A	N/A	29	29	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1046
NORTH-SOUTH CRITICAL VOLUMES 134

THE SUM OF CRITICAL VOLUMES 1180

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.788

LEVEL OF SERVICE C

---

* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	307	3121	42	0
EASTBOUND	64	1303	30	19
NORTHBOUND	37	26	28	169
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	1054	1054	N/A	N/A
EASTBOUND	35	N/A	434	N/A	30	N/A
NORTHBOUND	37	N/A	N/A	27	27	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1089
NORTH-SOUTH CRITICAL VOLUMES 39

THE SUM OF CRITICAL VOLUMES 1128

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.722

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3128	89	0
EASTBOUND	4	1203	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1072	1072	N/A	N/A
EASTBOUND	4	N/A	404	404	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1076
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1395

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.979

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	39	2066	0	0
EASTBOUND	0	1475	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1136	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	689	N/A	N/A	N/A
EASTBOUND	N/A	N/A	320	320	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	570	570	N/A

EAST-WEST CRITICAL VOLUMES 689
NORTH-SOUTH CRITICAL VOLUMES 570

THE SUM OF CRITICAL VOLUMES 1259

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.884

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1800	42	0
EASTBOUND	385	887	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	450	N/A	42	N/A
EASTBOUND	212	N/A	296	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 662
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 960

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.674

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	921	183	0
EASTBOUND	402	786	0	0
NORTHBOUND	168	306	339	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	307	N/A	183	N/A
EASTBOUND	221	N/A	393	N/A	N/A	N/A
NORTHBOUND	168	N/A	N/A	645	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 528
NORTH-SOUTH CRITICAL VOLUMES 645
THE SUM OF CRITICAL VOLUMES 1173

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.753

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	363	888	0	0
EASTBOUND	0	924	276	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	104	0	670	16

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	444	N/A	N/A	N/A
EASTBOUND	N/A	N/A	231	N/A	276	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	104	N/A	N/A	335	335	N/A

EAST-WEST CRITICAL VOLUMES 476
NORTH-SOUTH CRITICAL VOLUMES 335

THE SUM OF CRITICAL VOLUMES 811

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.499

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	313	1167	29	26
EASTBOUND	12	881	35	0
NORTHBOUND	39	40	0	255
SOUTHBOUND	53	26	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	313	N/A	584	N/A	29	N/A
EASTBOUND	12	N/A	305	305	N/A	N/A
NORTHBOUND	39	N/A	40	N/A	0	N/A
SOUTHBOUND	53	N/A	N/A	48	N/A	N/A

EAST-WEST CRITICAL VOLUMES 618
NORTH-SOUTH CRITICAL VOLUMES 93

THE SUM OF CRITICAL VOLUMES 711

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.399

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1563	330	0
EASTBOUND	0	796	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	105	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	631	631	N/A	N/A
EASTBOUND	N/A	N/A	199	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	105	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 631
NORTH-SOUTH CRITICAL VOLUMES 105

THE SUM OF CRITICAL VOLUMES 736

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.613

LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	16	1860	25	0
EASTBOUND	27	875	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	25	0	26	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	16	N/A	628	628	N/A	N/A
EASTBOUND	27	N/A	221	221	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	0
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	51

EAST-WEST CRITICAL VOLUMES 655
NORTH-SOUTH CRITICAL VOLUMES 51

THE SUM OF CRITICAL VOLUMES 706

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.425

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	308	921	167	0
EASTBOUND	75	321	0	459
NORTHBOUND	968	1586	0	293
SOUTHBOUND	59	816	0	112

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	544	544	N/A	N/A
EASTBOUND	75	N/A	160	N/A	0	N/A
NORTHBOUND	532	N/A	529	N/A	0	N/A
SOUTHBOUND	32	N/A	272	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	619
NORTH-SOUTH CRITICAL VOLUMES	804
THE SUM OF CRITICAL VOLUMES	1423
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.965
LEVEL OF SERVICE	E

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1282	502	17
EASTBOUND	218	462	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	62	0	0	108

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	641	N/A	502	N/A
EASTBOUND	218	N/A	231	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 859
NORTH-SOUTH CRITICAL VOLUMES 34

THE SUM OF CRITICAL VOLUMES 893

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.557

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	89	568	418	175
EASTBOUND	199	765	187	188
NORTHBOUND	341	880	61	0
SOUTHBOUND	319	701	0	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	89	N/A	284	N/A	418	N/A
EASTBOUND	199	N/A	382	N/A	187	N/A
NORTHBOUND	188	N/A	470	470	N/A	N/A
SOUTHBOUND	175	N/A	350	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 617
NORTH-SOUTH CRITICAL VOLUMES 645

THE SUM OF CRITICAL VOLUMES 1262

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.848

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	979	10	25	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	834	1113	186
SOUTHBOUND	0	989	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	372	N/A	N/A	N/A	N/A	338
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	417	N/A	556	N/A
SOUTHBOUND	N/A	N/A	494	494	N/A	N/A

EAST-WEST CRITICAL VOLUMES 372
NORTH-SOUTH CRITICAL VOLUMES 556

THE SUM OF CRITICAL VOLUMES 928

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.581

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	110	131	109	0
EASTBOUND	183	216	207	56
NORTHBOUND	113	1829	96	0
SOUTHBOUND	102	1743	133	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	110	N/A	120	120	N/A	N/A
EASTBOUND	183	N/A	216	N/A	207	N/A
NORTHBOUND	113	N/A	481	481	N/A	N/A
SOUTHBOUND	102	N/A	625	625	N/A	N/A

EAST-WEST CRITICAL VOLUMES 326
NORTH-SOUTH CRITICAL VOLUMES 738

THE SUM OF CRITICAL VOLUMES 1064

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.677

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	136	0	217	0
NORTHBOUND	110	1109	0	0
SOUTHBOUND	0	962	107	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	136	N/A	N/A	N/A	217	N/A
NORTHBOUND	110	N/A	554	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	534	534	N/A	N/A

EAST-WEST CRITICAL VOLUMES 217
NORTH-SOUTH CRITICAL VOLUMES 644

THE SUM OF CRITICAL VOLUMES 861

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.861

LEVEL OF SERVICE ..... D

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	232	244	138	0
EASTBOUND	588	339	26	0
NORTHBOUND	71	1368	167	0
SOUTHBOUND	120	1599	164	323

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	127	N/A	122	N/A	138	N/A
EASTBOUND	323	N/A	182	182	N/A	N/A
NORTHBOUND	71	N/A	512	512	N/A	N/A
SOUTHBOUND	120	N/A	533	N/A	164	N/A

EAST-WEST CRITICAL VOLUMES 461
NORTH-SOUTH CRITICAL VOLUMES 632

THE SUM OF CRITICAL VOLUMES 1093

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.725

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	384	64	20	0
EASTBOUND	37	124	0	126
NORTHBOUND	101	956	39	211
SOUTHBOUND	32	771	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	211	N/A	N/A	84	N/A	N/A
EASTBOUND	37	N/A	124	N/A	0	N/A
NORTHBOUND	101	N/A	319	N/A	39	N/A
SOUTHBOUND	32	N/A	268	268	N/A	N/A

EAST-WEST CRITICAL VOLUMES 335
NORTH-SOUTH CRITICAL VOLUMES 369
THE SUM OF CRITICAL VOLUMES 704

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.442

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	227	332	128	172
EASTBOUND	47	262	0	125
NORTHBOUND	128	1236	76	0
SOUTHBOUND	313	1424	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	125	N/A	166	N/A	128	N/A
EASTBOUND	47	N/A	131	N/A	0	N/A
NORTHBOUND	128	N/A	437	437	N/A	N/A
SOUTHBOUND	172	N/A	482	482	N/A	N/A

EAST-WEST CRITICAL VOLUMES 256
NORTH-SOUTH CRITICAL VOLUMES 610

THE SUM OF CRITICAL VOLUMES 866

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.560

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	822	844	0	2
EASTBOUND	4	707	0	432
NORTHBOUND	344	2	847	602
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	301	N/A	422	N/A	0	N/A
EASTBOUND	4	N/A	236	N/A	0	N/A
NORTHBOUND	173	173	N/A	N/A	424	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 536
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 966

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.633

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	58	1346	10	0
EASTBOUND	10	2114	131	48
NORTHBOUND	175	3	85	32
SOUTHBOUND	27	7	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	32	N/A	452	452	N/A	N/A
EASTBOUND	10	N/A	705	N/A	131	N/A
NORTHBOUND	96	N/A	N/A	44	44	N/A
SOUTHBOUND	N/A	31	N/A	31	N/A	N/A

EAST-WEST CRITICAL VOLUMES 736
NORTH-SOUTH CRITICAL VOLUMES 127

THE SUM OF CRITICAL VOLUMES 863

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.558

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	221	1471	23	0
EASTBOUND	24	1947	0	60
NORTHBOUND	23	33	463	122
SOUTHBOUND	75	19	0	60

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	122	N/A	498	498	N/A	N/A
EASTBOUND	13	N/A	649	N/A	0	N/A
NORTHBOUND	23	N/A	N/A	248	248	N/A
SOUTHBOUND	75	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 771
NORTH-SOUTH CRITICAL VOLUMES 323

THE SUM OF CRITICAL VOLUMES 1094

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.698

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1677	106	0
EASTBOUND	5	2393	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	594	594	N/A	N/A
EASTBOUND	5	N/A	801	801	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 934
NORTH-SOUTH CRITICAL VOLUMES 279
THE SUM OF CRITICAL VOLUMES 1213

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.851

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1069	0	0
EASTBOUND	0	2539	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	715	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	356	N/A	N/A	N/A
EASTBOUND	N/A	N/A	524	524	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	372	372	N/A

EAST-WEST CRITICAL VOLUMES	687
NORTH-SOUTH CRITICAL VOLUMES	372
THE SUM OF CRITICAL VOLUMES	1059
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.743
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1160	81	0
EASTBOUND	626	2157	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	290	N/A	81	N/A
EASTBOUND	344	N/A	719	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 719
NORTH-SOUTH CRITICAL VOLUMES 174
THE SUM OF CRITICAL VOLUMES 893

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.627

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1142	148	0
EASTBOUND	401	948	0	0
NORTHBOUND	184	8	365	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	381	N/A	148	N/A
EASTBOUND	221	N/A	474	N/A	N/A	N/A
NORTHBOUND	184	N/A	N/A	373	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 602
NORTH-SOUTH CRITICAL VOLUMES 373

THE SUM OF CRITICAL VOLUMES 975

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.614

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	541	787	0	0
EASTBOUND	0	1283	406	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	0	147

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	298	N/A	394	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	N/A	406	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	37	37	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 704
NORTH-SOUTH CRITICAL VOLUMES 37
THE SUM OF CRITICAL VOLUMES 741

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.450

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	128	736	17	29
EASTBOUND	19	1322	35	0
NORTHBOUND	51	52	172	128
SOUTHBOUND	58	26	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	128	N/A	368	N/A	17	N/A
EASTBOUND	19	N/A	452	452	N/A	N/A
NORTHBOUND	51	N/A	52	N/A	172	N/A
SOUTHBOUND	58	N/A	N/A	43	N/A	N/A

EAST-WEST CRITICAL VOLUMES 580
NORTH-SOUTH CRITICAL VOLUMES 230
THE SUM OF CRITICAL VOLUMES 810

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.468

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	780	144	0
EASTBOUND	0	2180	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	174	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	308	308	N/A	N/A
EASTBOUND	N/A	N/A	545	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	174	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 545
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 719

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.599

LEVEL OF SERVICE ..... A

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	5	869	26	0
EASTBOUND	21	2331	0	0
NORTHBOUND	8	0	3	0
SOUTHBOUND	42	0	30	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	5	N/A	298	298	N/A	N/A
EASTBOUND	21	N/A	583	583	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	11
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	72

EAST-WEST CRITICAL VOLUMES 588
NORTH-SOUTH CRITICAL VOLUMES 80

THE SUM OF CRITICAL VOLUMES 668

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.399

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	435	349	155	0
EASTBOUND	131	957	748	482
NORTHBOUND	438	1051	0	308
SOUTHBOUND	141	1620	0	96

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	239	N/A	252	252	N/A	N/A
EASTBOUND	131	N/A	478	N/A	374	N/A
NORTHBOUND	241	N/A	350	N/A	0	N/A
SOUTHBOUND	78	N/A	540	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 717
NORTH-SOUTH CRITICAL VOLUMES 781

THE SUM OF CRITICAL VOLUMES 1498

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.019

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	597	86	102
EASTBOUND	150	1252	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	370	0	196	150

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	298	N/A	86	N/A
EASTBOUND	150	N/A	626	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	204	N/A	N/A	N/A	196	N/A

EAST-WEST CRITICAL VOLUMES 626
NORTH-SOUTH CRITICAL VOLUMES 204

THE SUM OF CRITICAL VOLUMES 830

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.512

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

EXISTING (2016) TRAFFIC CONDITIONS

WITH APPROVED PROJECT

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	51	768	158	145
EASTBOUND	185	508	94	252
NORTHBOUND	459	960	34	0
SOUTHBOUND	263	822	0	366

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	384	N/A	158	N/A
EASTBOUND	185	N/A	254	N/A	94	N/A
NORTHBOUND	252	N/A	497	497	N/A	N/A
SOUTHBOUND	145	N/A	411	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 569
NORTH-SOUTH CRITICAL VOLUMES 663

THE SUM OF CRITICAL VOLUMES 1232

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.826

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1167	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1447	1389	216
SOUTHBOUND	0	527	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	432	N/A	N/A	N/A	N/A	393
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	709	709	709	N/A
SOUTHBOUND	N/A	N/A	264	264	N/A	N/A

EAST-WEST CRITICAL VOLUMES 432
NORTH-SOUTH CRITICAL VOLUMES 709
THE SUM OF CRITICAL VOLUMES 1141

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.731

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	66	178	145	0
EASTBOUND	178	145	11	105
NORTHBOUND	210	2702	47	0
SOUTHBOUND	60	1414	217	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	66	N/A	162	162	N/A	N/A
EASTBOUND	178	N/A	145	N/A	11	N/A
NORTHBOUND	210	N/A	687	687	N/A	N/A
SOUTHBOUND	60	N/A	544	544	N/A	N/A

EAST-WEST CRITICAL VOLUMES 340
NORTH-SOUTH CRITICAL VOLUMES 754

THE SUM OF CRITICAL VOLUMES 1094

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.698

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	137	0	134	0
NORTHBOUND	190	1048	0	0
SOUTHBOUND	0	615	201	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	137	N/A	N/A	N/A	134	N/A
NORTHBOUND	190	N/A	524	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	408	408	N/A	N/A

EAST-WEST CRITICAL VOLUMES 137
NORTH-SOUTH CRITICAL VOLUMES 598

THE SUM OF CRITICAL VOLUMES 735

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.735

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	96	217	273	22
EASTBOUND	516	301	18	0
NORTHBOUND	44	2389	142	0
SOUTHBOUND	43	815	242	284

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	108	N/A	273	N/A
EASTBOUND	284	N/A	160	160	N/A	N/A
NORTHBOUND	44	N/A	844	844	N/A	N/A
SOUTHBOUND	43	N/A	272	N/A	242	N/A

EAST-WEST CRITICAL VOLUMES 557
NORTH-SOUTH CRITICAL VOLUMES 887

THE SUM OF CRITICAL VOLUMES 1444

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.980

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	364	153	19	0
EASTBOUND	14	60	0	112
NORTHBOUND	121	770	0	145
SOUTHBOUND	19	753	33	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	N/A	172	N/A	N/A
EASTBOUND	14	N/A	60	N/A	0	N/A
NORTHBOUND	121	N/A	257	N/A	0	N/A
SOUTHBOUND	19	N/A	262	262	N/A	N/A

EAST-WEST CRITICAL VOLUMES 260
NORTH-SOUTH CRITICAL VOLUMES 383

THE SUM OF CRITICAL VOLUMES 643

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.398

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	135	350	307	97
EASTBOUND	35	148	0	54
NORTHBOUND	120	2021	43	0
SOUTHBOUND	177	783	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	74	N/A	175	N/A	307	N/A
EASTBOUND	35	N/A	74	N/A	0	N/A
NORTHBOUND	120	N/A	688	688	N/A	N/A
SOUTHBOUND	97	N/A	268	268	N/A	N/A

EAST-WEST CRITICAL VOLUMES 342
NORTH-SOUTH CRITICAL VOLUMES 785

THE SUM OF CRITICAL VOLUMES 1127

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.750

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	2186	1150	2	0
EASTBOUND	12	369	0	525
NORTHBOUND	192	6	0	1368
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	801	N/A	575	N/A	2	N/A
EASTBOUND	12	N/A	123	N/A	0	N/A
NORTHBOUND	99	99	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 924
NORTH-SOUTH CRITICAL VOLUMES 100

THE SUM OF CRITICAL VOLUMES 1024

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.675

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	93	3093	22	0
EASTBOUND	14	1368	278	66
NORTHBOUND	238	14	48	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	1038	1038	N/A	N/A
EASTBOUND	14	N/A	456	N/A	278	N/A
NORTHBOUND	131	N/A	N/A	31	31	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1052
NORTH-SOUTH CRITICAL VOLUMES 134

THE SUM OF CRITICAL VOLUMES 1186

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.793

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	307	3166	42	0
EASTBOUND	64	1309	30	19
NORTHBOUND	37	26	28	169
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	1069	1069	N/A	N/A
EASTBOUND	35	N/A	436	N/A	30	N/A
NORTHBOUND	37	N/A	N/A	27	27	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1104
NORTH-SOUTH CRITICAL VOLUMES 39

THE SUM OF CRITICAL VOLUMES 1143

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.732

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	80	3173	89	0
EASTBOUND	4	1209	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1087	1087	N/A	N/A
EASTBOUND	4	N/A	406	406	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1091
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1410

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.989

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	2102	0	0
EASTBOUND	0	1481	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1145	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	701	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	574	574	N/A

EAST-WEST CRITICAL VOLUMES 701
NORTH-SOUTH CRITICAL VOLUMES 574

THE SUM OF CRITICAL VOLUMES 1275

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.895

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1836	42	0
EASTBOUND	386	892	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	459	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 671
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 969

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.680

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	935	183	0
EASTBOUND	414	788	0	0
NORTHBOUND	168	306	339	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	312	N/A	183	N/A
EASTBOUND	228	N/A	394	N/A	N/A	N/A
NORTHBOUND	168	N/A	N/A	645	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 540
NORTH-SOUTH CRITICAL VOLUMES 645

THE SUM OF CRITICAL VOLUMES 1185

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.762

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	363	902	0	0
EASTBOUND	0	938	276	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	104	0	764	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	451	N/A	N/A	N/A
EASTBOUND	N/A	N/A	234	N/A	276	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	104	N/A	N/A	382	382	N/A

EAST-WEST CRITICAL VOLUMES 476
NORTH-SOUTH CRITICAL VOLUMES 382

THE SUM OF CRITICAL VOLUMES 858

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.532

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	417	1167	29	26
EASTBOUND	12	881	35	0
NORTHBOUND	39	40	0	269
SOUTHBOUND	53	26	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	417	N/A	584	N/A	29	N/A
EASTBOUND	12	N/A	305	305	N/A	N/A
NORTHBOUND	39	N/A	40	N/A	0	N/A
SOUTHBOUND	53	N/A	N/A	48	N/A	N/A

EAST-WEST CRITICAL VOLUMES 722
NORTH-SOUTH CRITICAL VOLUMES 93

THE SUM OF CRITICAL VOLUMES 815

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.472

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1572	240	104
EASTBOUND	0	864	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	209	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	524	N/A	240	N/A
EASTBOUND	N/A	N/A	216	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	209	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 524
NORTH-SOUTH CRITICAL VOLUMES 209

THE SUM OF CRITICAL VOLUMES 733

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.611

LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	25	1964	192	0
EASTBOUND	202	875	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	67	1	38	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	25	N/A	539	539	N/A	N/A
EASTBOUND	202	N/A	221	221	N/A	N/A
NORTHBOUND	0	N/A	N/A	0	N/A	N/A
SOUTHBOUND	67	N/A	N/A	39	N/A	N/A

EAST-WEST CRITICAL VOLUMES 741
NORTH-SOUTH CRITICAL VOLUMES 67

THE SUM OF CRITICAL VOLUMES 808

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.497

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 11/1/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	308	993	167	0
EASTBOUND	82	331	0	480
NORTHBOUND	1126	1586	0	293
SOUTHBOUND	59	816	0	162

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	580	580	N/A	N/A
EASTBOUND	82	N/A	166	N/A	0	N/A
NORTHBOUND	619	N/A	529	N/A	0	N/A
SOUTHBOUND	32	N/A	272	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	662
NORTH-SOUTH CRITICAL VOLUMES	891
THE SUM OF CRITICAL VOLUMES	1553
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.059
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1327	502	17
EASTBOUND	222	468	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	62	0	0	135

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	664	N/A	502	N/A
EASTBOUND	222	N/A	234	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 886
NORTH-SOUTH CRITICAL VOLUMES 34

THE SUM OF CRITICAL VOLUMES 920

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.576

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	89	568	422	175
EASTBOUND	199	765	187	188
NORTHBOUND	341	888	61	0
SOUTHBOUND	319	703	0	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	89	N/A	284	N/A	422	N/A
EASTBOUND	199	N/A	382	N/A	187	N/A
NORTHBOUND	188	N/A	474	474	N/A	N/A
SOUTHBOUND	175	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 621
NORTH-SOUTH CRITICAL VOLUMES 649

THE SUM OF CRITICAL VOLUMES 1270

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.854

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	981	10	25	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	861	1121	186
SOUTHBOUND	0	995	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	373	N/A	N/A	N/A	N/A	339
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	430	N/A	560	N/A
SOUTHBOUND	N/A	N/A	498	498	N/A	N/A

EAST-WEST CRITICAL VOLUMES 373
NORTH-SOUTH CRITICAL VOLUMES 560

THE SUM OF CRITICAL VOLUMES 933

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.585

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	110	131	109	0
EASTBOUND	183	216	207	56
NORTHBOUND	113	1864	96	0
SOUTHBOUND	102	1751	133	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	110	N/A	120	120	N/A	N/A
EASTBOUND	183	N/A	216	N/A	207	N/A
NORTHBOUND	113	N/A	490	490	N/A	N/A
SOUTHBOUND	102	N/A	628	628	N/A	N/A

EAST-WEST CRITICAL VOLUMES 326
NORTH-SOUTH CRITICAL VOLUMES 741

THE SUM OF CRITICAL VOLUMES 1067

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	136	0	217	0
NORTHBOUND	110	1113	0	0
SOUTHBOUND	0	962	107	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	136	N/A	N/A	N/A	217	N/A
NORTHBOUND	110	N/A	556	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	534	534	N/A	N/A

EAST-WEST CRITICAL VOLUMES 217
NORTH-SOUTH CRITICAL VOLUMES 644

THE SUM OF CRITICAL VOLUMES 861

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.861

LEVEL OF SERVICE ..... D

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	232	244	138	0
EASTBOUND	600	339	26	0
NORTHBOUND	71	1391	171	0
SOUTHBOUND	120	1605	159	330

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	127	N/A	122	N/A	138	N/A
EASTBOUND	330	N/A	182	182	N/A	N/A
NORTHBOUND	71	N/A	521	521	N/A	N/A
SOUTHBOUND	120	N/A	535	N/A	159	N/A

EAST-WEST CRITICAL VOLUMES 468
NORTH-SOUTH CRITICAL VOLUMES 641

THE SUM OF CRITICAL VOLUMES 1109

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.737

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	384	64	20	0
EASTBOUND	37	124	0	126
NORTHBOUND	101	968	39	211
SOUTHBOUND	32	773	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	211	N/A	N/A	84	N/A	N/A
EASTBOUND	37	N/A	124	N/A	0	N/A
NORTHBOUND	101	N/A	323	N/A	39	N/A
SOUTHBOUND	32	N/A	268	268	N/A	N/A

EAST-WEST CRITICAL VOLUMES 335
NORTH-SOUTH CRITICAL VOLUMES 369

THE SUM OF CRITICAL VOLUMES 704

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.442

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	230	332	128	172
EASTBOUND	47	262	0	125
NORTHBOUND	128	1263	91	0
SOUTHBOUND	313	1430	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	126	N/A	166	N/A	128	N/A
EASTBOUND	47	N/A	131	N/A	0	N/A
NORTHBOUND	128	N/A	451	451	N/A	N/A
SOUTHBOUND	172	N/A	484	484	N/A	N/A

EAST-WEST CRITICAL VOLUMES 257
NORTH-SOUTH CRITICAL VOLUMES 623

THE SUM OF CRITICAL VOLUMES 880

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.570

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	822	847	0	2
EASTBOUND	4	722	0	432
NORTHBOUND	344	2	847	602
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	301	N/A	424	N/A	0	N/A
EASTBOUND	4	N/A	241	N/A	0	N/A
NORTHBOUND	173	173	N/A	N/A	424	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 542
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 972

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.637

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	63	1349	10	0
EASTBOUND	10	2129	131	48
NORTHBOUND	175	3	105	35
SOUTHBOUND	27	7	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	35	N/A	453	453	N/A	N/A
EASTBOUND	10	N/A	710	N/A	131	N/A
NORTHBOUND	96	N/A	N/A	54	54	N/A
SOUTHBOUND	N/A	31	N/A	31	N/A	N/A

EAST-WEST CRITICAL VOLUMES 744
NORTH-SOUTH CRITICAL VOLUMES 127

THE SUM OF CRITICAL VOLUMES 871

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.563

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	221	1479	23	0
EASTBOUND	24	1985	0	60
NORTHBOUND	23	33	463	122
SOUTHBOUND	75	19	0	60

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	122	N/A	501	501	N/A	N/A
EASTBOUND	13	N/A	662	N/A	0	N/A
NORTHBOUND	23	N/A	N/A	248	248	N/A
SOUTHBOUND	75	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 784
NORTH-SOUTH CRITICAL VOLUMES 323

THE SUM OF CRITICAL VOLUMES 1107

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.707

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1685	106	0
EASTBOUND	5	2431	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	597	597	N/A	N/A
EASTBOUND	5	N/A	813	813	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 946
NORTH-SOUTH CRITICAL VOLUMES 279
THE SUM OF CRITICAL VOLUMES 1225

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.860

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1075	0	0
EASTBOUND	0	2577	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	717	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	531	531	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	374	374	N/A

EAST-WEST CRITICAL VOLUMES	694
NORTH-SOUTH CRITICAL VOLUMES	374
THE SUM OF CRITICAL VOLUMES	1068
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.749
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1166	81	0
EASTBOUND	634	2188	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	292	N/A	81	N/A
EASTBOUND	349	N/A	729	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 729
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 903

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.634

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1144	148	0
EASTBOUND	478	960	0	0
NORTHBOUND	184	8	365	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	381	N/A	148	N/A
EASTBOUND	263	N/A	480	N/A	N/A	N/A
NORTHBOUND	184	N/A	N/A	373	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 644
NORTH-SOUTH CRITICAL VOLUMES 373

THE SUM OF CRITICAL VOLUMES 1017

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.644

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	541	789	0	0
EASTBOUND	0	1371	406	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	8	155

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	298	N/A	394	N/A	N/A	N/A
EASTBOUND	N/A	N/A	343	N/A	406	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	37	37	N/A	N/A	8	N/A

EAST-WEST CRITICAL VOLUMES 704
NORTH-SOUTH CRITICAL VOLUMES 37

THE SUM OF CRITICAL VOLUMES 741

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.450

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	146	736	17	29
EASTBOUND	19	1322	35	0
NORTHBOUND	51	52	242	146
SOUTHBOUND	58	26	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	146	N/A	368	N/A	17	N/A
EASTBOUND	19	N/A	452	452	N/A	N/A
NORTHBOUND	51	N/A	52	N/A	242	N/A
SOUTHBOUND	58	N/A	N/A	43	N/A	N/A

EAST-WEST CRITICAL VOLUMES 598
NORTH-SOUTH CRITICAL VOLUMES 300

THE SUM OF CRITICAL VOLUMES 898

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.530

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	838	136	96
EASTBOUND	0	2192	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	192	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	279	N/A	136	N/A
EASTBOUND	N/A	N/A	548	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	192	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 548
NORTH-SOUTH CRITICAL VOLUMES 192

THE SUM OF CRITICAL VOLUMES 740

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.617

LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	886	55	0
EASTBOUND	63	2331	0	0
NORTHBOUND	13	0	3	0
SOUTHBOUND	290	0	103	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	235	235	N/A	N/A
EASTBOUND	63	N/A	583	583	N/A	N/A
NORTHBOUND	13	N/A	N/A	3	N/A	N/A
SOUTHBOUND	290	N/A	N/A	103	N/A	N/A

EAST-WEST CRITICAL VOLUMES 591
NORTH-SOUTH CRITICAL VOLUMES 293

THE SUM OF CRITICAL VOLUMES 884

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.550

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 11/1/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	435	362	155	0
EASTBOUND	173	1018	852	512
NORTHBOUND	466	1051	0	308
SOUTHBOUND	141	1620	0	105

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	239	N/A	258	258	N/A	N/A
EASTBOUND	173	N/A	509	N/A	426	N/A
NORTHBOUND	256	N/A	350	N/A	0	N/A
SOUTHBOUND	78	N/A	540	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	748
NORTH-SOUTH CRITICAL VOLUMES	796
THE SUM OF CRITICAL VOLUMES	1544
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.053
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	605	86	102
EASTBOUND	173	1290	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	370	0	178	173

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	302	N/A	86	N/A
EASTBOUND	173	N/A	645	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	204	N/A	N/A	N/A	178	N/A

EAST-WEST CRITICAL VOLUMES 645
NORTH-SOUTH CRITICAL VOLUMES 204

THE SUM OF CRITICAL VOLUMES 849

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.526

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

EXISTING (2016) TRAFFIC CONDITIONS

WITH MODIFIED PROJECT

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	51	768	158	145
EASTBOUND	185	508	94	252
NORTHBOUND	459	960	34	0
SOUTHBOUND	263	820	0	366

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	384	N/A	158	N/A
EASTBOUND	185	N/A	254	N/A	94	N/A
NORTHBOUND	252	N/A	497	497	N/A	N/A
SOUTHBOUND	145	N/A	410	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 569
NORTH-SOUTH CRITICAL VOLUMES 662

THE SUM OF CRITICAL VOLUMES 1231

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.825

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	1165	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1447	1389	216
SOUTHBOUND	0	522	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	431	N/A	N/A	N/A	N/A	392
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	709	709	709	N/A
SOUTHBOUND	N/A	N/A	261	261	N/A	N/A

EAST-WEST CRITICAL VOLUMES 431
NORTH-SOUTH CRITICAL VOLUMES 709
THE SUM OF CRITICAL VOLUMES 1140

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.730

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	66	178	145	0
EASTBOUND	178	145	11	105
NORTHBOUND	210	2701	47	0
SOUTHBOUND	60	1408	217	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	66	N/A	162	162	N/A	N/A
EASTBOUND	178	N/A	145	N/A	11	N/A
NORTHBOUND	210	N/A	687	687	N/A	N/A
SOUTHBOUND	60	N/A	542	542	N/A	N/A

EAST-WEST CRITICAL VOLUMES 340
NORTH-SOUTH CRITICAL VOLUMES 752

THE SUM OF CRITICAL VOLUMES 1092

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.696

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	137	0	134	0
NORTHBOUND	190	1048	0	0
SOUTHBOUND	0	615	201	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	137	N/A	N/A	N/A	134	N/A
NORTHBOUND	190	N/A	524	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	408	408	N/A	N/A

EAST-WEST CRITICAL VOLUMES 137
NORTH-SOUTH CRITICAL VOLUMES 598

THE SUM OF CRITICAL VOLUMES 735

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.735

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	96	217	273	22
EASTBOUND	516	301	18	0
NORTHBOUND	44	2388	142	0
SOUTHBOUND	43	810	240	284

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	108	N/A	273	N/A
EASTBOUND	284	N/A	160	160	N/A	N/A
NORTHBOUND	44	N/A	843	843	N/A	N/A
SOUTHBOUND	43	N/A	270	N/A	240	N/A

EAST-WEST CRITICAL VOLUMES 557
NORTH-SOUTH CRITICAL VOLUMES 886

THE SUM OF CRITICAL VOLUMES 1443

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.979

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	364	153	19	0
EASTBOUND	14	60	0	112
NORTHBOUND	121	770	0	145
SOUTHBOUND	19	751	33	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	N/A	172	N/A	N/A
EASTBOUND	14	N/A	60	N/A	0	N/A
NORTHBOUND	121	N/A	257	N/A	0	N/A
SOUTHBOUND	19	N/A	261	261	N/A	N/A

EAST-WEST CRITICAL VOLUMES 260
NORTH-SOUTH CRITICAL VOLUMES 382

THE SUM OF CRITICAL VOLUMES 642

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.397

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	132	350	307	97
EASTBOUND	35	148	0	54
NORTHBOUND	120	2021	43	0
SOUTHBOUND	177	778	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	73	N/A	175	N/A	307	N/A
EASTBOUND	35	N/A	74	N/A	0	N/A
NORTHBOUND	120	N/A	688	688	N/A	N/A
SOUTHBOUND	97	N/A	266	266	N/A	N/A

EAST-WEST CRITICAL VOLUMES 342
NORTH-SOUTH CRITICAL VOLUMES 785

THE SUM OF CRITICAL VOLUMES 1127

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.750

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	2186	1147	2	0
EASTBOUND	12	369	0	525
NORTHBOUND	192	6	0	1368
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	801	N/A	574	N/A	2	N/A
EASTBOUND	12	N/A	123	N/A	0	N/A
NORTHBOUND	99	99	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 924
NORTH-SOUTH CRITICAL VOLUMES 100

THE SUM OF CRITICAL VOLUMES 1024

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.675

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	89	3090	22	0
EASTBOUND	14	1368	278	66
NORTHBOUND	238	14	47	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	49	N/A	1037	1037	N/A	N/A
EASTBOUND	14	N/A	456	N/A	278	N/A
NORTHBOUND	131	N/A	N/A	30	30	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1050
NORTH-SOUTH CRITICAL VOLUMES 134

THE SUM OF CRITICAL VOLUMES 1184

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.791

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	307	3160	42	0
EASTBOUND	64	1308	30	19
NORTHBOUND	37	26	28	169
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	1067	1067	N/A	N/A
EASTBOUND	35	N/A	436	N/A	30	N/A
NORTHBOUND	37	N/A	N/A	27	27	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1102
NORTH-SOUTH CRITICAL VOLUMES 39

THE SUM OF CRITICAL VOLUMES 1141

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.731

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3167	89	0
EASTBOUND	4	1208	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1085	1085	N/A	N/A
EASTBOUND	4	N/A	405	405	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1089
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1408

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.988

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	2097	0	0
EASTBOUND	0	1480	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	699	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	574	574	N/A

EAST-WEST CRITICAL VOLUMES 699
NORTH-SOUTH CRITICAL VOLUMES 574
THE SUM OF CRITICAL VOLUMES 1273

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.893

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1831	42	0
EASTBOUND	386	891	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	458	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 670
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 968

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	933	183	0
EASTBOUND	413	788	0	0
NORTHBOUND	168	306	339	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	311	N/A	183	N/A
EASTBOUND	227	N/A	394	N/A	N/A	N/A
NORTHBOUND	168	N/A	N/A	645	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 538
NORTH-SOUTH CRITICAL VOLUMES 645
THE SUM OF CRITICAL VOLUMES 1183

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.760

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	363	900	0	0
EASTBOUND	0	936	276	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	104	0	750	13

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	200	N/A	450	N/A	N/A	N/A
EASTBOUND	N/A	N/A	234	N/A	276	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	104	N/A	N/A	375	375	N/A

EAST-WEST CRITICAL VOLUMES 476
NORTH-SOUTH CRITICAL VOLUMES 375

THE SUM OF CRITICAL VOLUMES 851

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.527

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	402	1167	29	26
EASTBOUND	12	881	35	0
NORTHBOUND	39	40	0	267
SOUTHBOUND	53	26	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	402	N/A	584	N/A	29	N/A
EASTBOUND	12	N/A	305	305	N/A	N/A
NORTHBOUND	39	N/A	40	N/A	0	N/A
SOUTHBOUND	53	N/A	N/A	48	N/A	N/A

EAST-WEST CRITICAL VOLUMES 707
NORTH-SOUTH CRITICAL VOLUMES 93

THE SUM OF CRITICAL VOLUMES 800

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.461

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1571	342	0
EASTBOUND	0	854	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	194	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	638	638	N/A	N/A
EASTBOUND	N/A	N/A	214	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	194	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 638
NORTH-SOUTH CRITICAL VOLUMES 194

THE SUM OF CRITICAL VOLUMES 832

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.693

LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	25	1947	168	0
EASTBOUND	177	875	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	62	1	36	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	25	N/A	529	529	N/A	N/A
EASTBOUND	177	N/A	221	221	N/A	N/A
NORTHBOUND	0	N/A	N/A	0	N/A	N/A
SOUTHBOUND	62	N/A	N/A	37	N/A	N/A

EAST-WEST CRITICAL VOLUMES 706
NORTH-SOUTH CRITICAL VOLUMES 62

THE SUM OF CRITICAL VOLUMES 768

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.469

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	308	983	167	0
EASTBOUND	81	330	0	478
NORTHBOUND	1103	1586	0	293
SOUTHBOUND	59	816	0	154

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	169	N/A	575	575	N/A	N/A
EASTBOUND	81	N/A	165	N/A	0	N/A
NORTHBOUND	607	N/A	529	N/A	0	N/A
SOUTHBOUND	32	N/A	272	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	656
NORTH-SOUTH CRITICAL VOLUMES	879
THE SUM OF CRITICAL VOLUMES	1535
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.046
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1321	502	17
EASTBOUND	221	467	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	62	0	0	131

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	660	N/A	502	N/A
EASTBOUND	221	N/A	234	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 881
NORTH-SOUTH CRITICAL VOLUMES 34
THE SUM OF CRITICAL VOLUMES 915

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.572

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	89	568	421	175
EASTBOUND	199	765	187	188
NORTHBOUND	341	887	61	0
SOUTHBOUND	319	703	0	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	89	N/A	284	N/A	421	N/A
EASTBOUND	199	N/A	382	N/A	187	N/A
NORTHBOUND	188	N/A	474	474	N/A	N/A
SOUTHBOUND	175	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 620
NORTH-SOUTH CRITICAL VOLUMES 649

THE SUM OF CRITICAL VOLUMES 1269

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.853

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	981	10	25	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	857	1120	186
SOUTHBOUND	0	994	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	373	N/A	N/A	N/A	N/A	339
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	428	N/A	560	N/A
SOUTHBOUND	N/A	N/A	497	497	N/A	N/A

EAST-WEST CRITICAL VOLUMES 373
NORTH-SOUTH CRITICAL VOLUMES 560
THE SUM OF CRITICAL VOLUMES 933

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.585

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	110	131	109	0
EASTBOUND	183	216	207	56
NORTHBOUND	113	1858	96	0
SOUTHBOUND	102	1750	133	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	110	N/A	120	120	N/A	N/A
EASTBOUND	183	N/A	216	N/A	207	N/A
NORTHBOUND	113	N/A	488	488	N/A	N/A
SOUTHBOUND	102	N/A	628	628	N/A	N/A

EAST-WEST CRITICAL VOLUMES 326
NORTH-SOUTH CRITICAL VOLUMES 741

THE SUM OF CRITICAL VOLUMES 1067

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	136	0	217	0
NORTHBOUND	110	1112	0	0
SOUTHBOUND	0	962	107	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	136	N/A	N/A	N/A	217	N/A
NORTHBOUND	110	N/A	556	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	534	534	N/A	N/A

EAST-WEST CRITICAL VOLUMES 217
NORTH-SOUTH CRITICAL VOLUMES 644

THE SUM OF CRITICAL VOLUMES 861

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.861

LEVEL OF SERVICE ..... D

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	232	244	138	0
EASTBOUND	598	339	26	0
NORTHBOUND	71	1388	170	0
SOUTHBOUND	120	1604	160	329

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	127	N/A	122	N/A	138	N/A
EASTBOUND	329	N/A	182	182	N/A	N/A
NORTHBOUND	71	N/A	519	519	N/A	N/A
SOUTHBOUND	120	N/A	535	N/A	160	N/A

EAST-WEST CRITICAL VOLUMES 467
NORTH-SOUTH CRITICAL VOLUMES 639

THE SUM OF CRITICAL VOLUMES 1106

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.734

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	384	64	20	0
EASTBOUND	37	124	0	126
NORTHBOUND	101	966	39	211
SOUTHBOUND	32	773	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	211	N/A	N/A	84	N/A	N/A
EASTBOUND	37	N/A	124	N/A	0	N/A
NORTHBOUND	101	N/A	322	N/A	39	N/A
SOUTHBOUND	32	N/A	268	268	N/A	N/A

EAST-WEST CRITICAL VOLUMES 335
NORTH-SOUTH CRITICAL VOLUMES 369

THE SUM OF CRITICAL VOLUMES 704

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.442

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	230	332	128	172
EASTBOUND	47	262	0	125
NORTHBOUND	128	1259	89	0
SOUTHBOUND	313	1429	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	126	N/A	166	N/A	128	N/A
EASTBOUND	47	N/A	131	N/A	0	N/A
NORTHBOUND	128	N/A	449	449	N/A	N/A
SOUTHBOUND	172	N/A	484	484	N/A	N/A

EAST-WEST CRITICAL VOLUMES 257
NORTH-SOUTH CRITICAL VOLUMES 621

THE SUM OF CRITICAL VOLUMES 878

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.569

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	822	847	0	2
EASTBOUND	4	720	0	432
NORTHBOUND	344	2	847	602
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	301	N/A	424	N/A	0	N/A
EASTBOUND	4	N/A	240	N/A	0	N/A
NORTHBOUND	173	173	N/A	N/A	424	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 540
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 970

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.635

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	62	1349	10	0
EASTBOUND	10	2127	131	48
NORTHBOUND	175	3	103	34
SOUTHBOUND	27	7	28	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	34	N/A	453	453	N/A	N/A
EASTBOUND	10	N/A	709	N/A	131	N/A
NORTHBOUND	96	N/A	N/A	53	53	N/A
SOUTHBOUND	N/A	31	N/A	31	N/A	N/A

EAST-WEST CRITICAL VOLUMES 742
NORTH-SOUTH CRITICAL VOLUMES 127

THE SUM OF CRITICAL VOLUMES 869

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.562

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	221	1478	23	0
EASTBOUND	24	1980	0	60
NORTHBOUND	23	33	463	122
SOUTHBOUND	75	19	0	60

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	122	N/A	500	500	N/A	N/A
EASTBOUND	13	N/A	660	N/A	0	N/A
NORTHBOUND	23	N/A	N/A	248	248	N/A
SOUTHBOUND	75	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 782
NORTH-SOUTH CRITICAL VOLUMES 323

THE SUM OF CRITICAL VOLUMES 1105

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.705

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1684	106	0
EASTBOUND	5	2426	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	597	597	N/A	N/A
EASTBOUND	5	N/A	812	812	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 945
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1224

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.859

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1074	0	0
EASTBOUND	0	2572	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	716	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	530	530	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	373	373	N/A

EAST-WEST CRITICAL VOLUMES	693
NORTH-SOUTH CRITICAL VOLUMES	373
THE SUM OF CRITICAL VOLUMES	1066
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.748
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1165	81	0
EASTBOUND	633	2183	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	291	N/A	81	N/A
EASTBOUND	348	N/A	728	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 728
NORTH-SOUTH CRITICAL VOLUMES 174
THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.633

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1144	148	0
EASTBOUND	466	958	0	0
NORTHBOUND	184	8	365	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	381	N/A	148	N/A
EASTBOUND	256	N/A	479	N/A	N/A	N/A
NORTHBOUND	184	N/A	N/A	373	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 637
NORTH-SOUTH CRITICAL VOLUMES 373

THE SUM OF CRITICAL VOLUMES 1010

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.639

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	541	789	0	0
EASTBOUND	0	1358	406	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	5	155

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	298	N/A	394	N/A	N/A	N/A
EASTBOUND	N/A	N/A	340	N/A	406	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	37	37	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 704
NORTH-SOUTH CRITICAL VOLUMES 37
THE SUM OF CRITICAL VOLUMES 741

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.450

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	143	736	17	29
EASTBOUND	19	1322	35	0
NORTHBOUND	51	52	232	143
SOUTHBOUND	58	26	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	368	N/A	17	N/A
EASTBOUND	19	N/A	452	452	N/A	N/A
NORTHBOUND	51	N/A	52	N/A	232	N/A
SOUTHBOUND	58	N/A	N/A	43	N/A	N/A

EAST-WEST CRITICAL VOLUMES 595
NORTH-SOUTH CRITICAL VOLUMES 290

THE SUM OF CRITICAL VOLUMES 885

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.521

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	829	219	0
EASTBOUND	0	2190	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	189	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	349	349	N/A	N/A
EASTBOUND	N/A	N/A	548	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	189	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 548
NORTH-SOUTH CRITICAL VOLUMES 189

THE SUM OF CRITICAL VOLUMES 737

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.614

LEVEL OF SERVICE ..... B

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	883	51	0
EASTBOUND	59	2331	0	0
NORTHBOUND	13	0	3	0
SOUTHBOUND	254	0	92	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	234	234	N/A	N/A
EASTBOUND	59	N/A	583	583	N/A	N/A
NORTHBOUND	13	N/A	N/A	3	N/A	N/A
SOUTHBOUND	254	N/A	N/A	92	N/A	N/A

EAST-WEST CRITICAL VOLUMES 591
NORTH-SOUTH CRITICAL VOLUMES 257

THE SUM OF CRITICAL VOLUMES 848

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.525

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	435	360	155	0
EASTBOUND	167	1009	836	508
NORTHBOUND	462	1051	0	308
SOUTHBOUND	141	1620	0	103

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	239	N/A	258	258	N/A	N/A
EASTBOUND	167	N/A	504	N/A	418	N/A
NORTHBOUND	254	N/A	350	N/A	0	N/A
SOUTHBOUND	78	N/A	540	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	743
NORTH-SOUTH CRITICAL VOLUMES	794
THE SUM OF CRITICAL VOLUMES	1537
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.048
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	604	86	102
EASTBOUND	170	1285	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	370	0	180	170

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	302	N/A	86	N/A
EASTBOUND	170	N/A	642	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	204	N/A	N/A	N/A	180	N/A

EAST-WEST CRITICAL VOLUMES 642
NORTH-SOUTH CRITICAL VOLUMES 204

THE SUM OF CRITICAL VOLUMES 846

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.524

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

FUTURE (2018) TRAFFIC CONDITIONS

WITHOUT PROJECT

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	52	796	170	188
EASTBOUND	189	539	109	279
NORTHBOUND	508	1066	35	0
SOUTHBOUND	342	1002	0	373

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	52	N/A	398	N/A	170	N/A
EASTBOUND	189	N/A	270	N/A	109	N/A
NORTHBOUND	279	N/A	550	550	N/A	N/A
SOUTHBOUND	188	N/A	501	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 587
NORTH-SOUTH CRITICAL VOLUMES 780

THE SUM OF CRITICAL VOLUMES 1367

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.924

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1394	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1523	1507	258
SOUTHBOUND	0	631	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	515	N/A	N/A	N/A	N/A	468
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	758	758	758	N/A
SOUTHBOUND	N/A	N/A	316	316	N/A	N/A

EAST-WEST CRITICAL VOLUMES 515
NORTH-SOUTH CRITICAL VOLUMES 758
THE SUM OF CRITICAL VOLUMES 1273

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.823

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	67	184	148	0
EASTBOUND	188	149	51	114
NORTHBOUND	228	2922	48	0
SOUTHBOUND	61	1732	229	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	67	N/A	166	166	N/A	N/A
EASTBOUND	188	N/A	149	N/A	51	N/A
NORTHBOUND	228	N/A	742	742	N/A	N/A
SOUTHBOUND	61	N/A	654	654	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 882

THE SUM OF CRITICAL VOLUMES 1236

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.797

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	141	0	137	0
NORTHBOUND	194	1155	0	0
SOUTHBOUND	0	674	207	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	141	N/A	N/A	N/A	137	N/A
NORTHBOUND	194	N/A	578	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 141
NORTH-SOUTH CRITICAL VOLUMES 634

THE SUM OF CRITICAL VOLUMES 775

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.775

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	113	245	279	22
EASTBOUND	600	356	18	0
NORTHBOUND	47	2547	162	0
SOUTHBOUND	44	1023	355	330

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	62	N/A	122	N/A	279	N/A
EASTBOUND	330	N/A	187	187	N/A	N/A
NORTHBOUND	47	N/A	903	903	N/A	N/A
SOUTHBOUND	44	N/A	341	N/A	355	N/A

EAST-WEST CRITICAL VOLUMES 609
NORTH-SOUTH CRITICAL VOLUMES 947

THE SUM OF CRITICAL VOLUMES 1556

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.062

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	374	331	29	0
EASTBOUND	45	184	0	136
NORTHBOUND	165	823	0	151
SOUTHBOUND	24	801	63	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	206	N/A	N/A	360	N/A	N/A
EASTBOUND	45	N/A	184	N/A	0	N/A
NORTHBOUND	165	N/A	274	N/A	0	N/A
SOUTHBOUND	24	N/A	288	288	N/A	N/A

EAST-WEST CRITICAL VOLUMES 405
NORTH-SOUTH CRITICAL VOLUMES 453

THE SUM OF CRITICAL VOLUMES 858

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.554

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	187	427	300	130
EASTBOUND	37	203	0	73
NORTHBOUND	137	2171	145	0
SOUTHBOUND	236	951	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	103	N/A	214	N/A	300	N/A
EASTBOUND	37	N/A	102	N/A	0	N/A
NORTHBOUND	137	N/A	772	772	N/A	N/A
SOUTHBOUND	130	N/A	324	324	N/A	N/A

EAST-WEST CRITICAL VOLUMES 337
NORTH-SOUTH CRITICAL VOLUMES 902

THE SUM OF CRITICAL VOLUMES 1239

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.831

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	2398	1290	2	0
EASTBOUND	12	435	0	582
NORTHBOUND	207	6	0	1596
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	879	N/A	645	N/A	2	N/A
EASTBOUND	12	N/A	145	N/A	0	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1024
NORTH-SOUTH CRITICAL VOLUMES 107

THE SUM OF CRITICAL VOLUMES 1131

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.753

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	70	3434	22	0
EASTBOUND	15	1630	307	68
NORTHBOUND	249	14	53	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	38	N/A	1152	1152	N/A	N/A
EASTBOUND	15	N/A	543	N/A	307	N/A
NORTHBOUND	137	N/A	N/A	34	34	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1166
NORTH-SOUTH CRITICAL VOLUMES 140

THE SUM OF CRITICAL VOLUMES 1306

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.880

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	372	3474	43	0
EASTBOUND	66	1420	177	24
NORTHBOUND	49	27	0	203
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	205	N/A	1172	1172	N/A	N/A
EASTBOUND	36	N/A	473	N/A	177	N/A
NORTHBOUND	49	N/A	27	N/A	0	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1208
NORTH-SOUTH CRITICAL VOLUMES 50

THE SUM OF CRITICAL VOLUMES 1258

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.813

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	82	3537	91	0
EASTBOUND	4	1318	8	0
NORTHBOUND	32	18	186	0
SOUTHBOUND	121	34	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	1209	1209	N/A	N/A
EASTBOUND	4	N/A	442	442	N/A	N/A
NORTHBOUND	32	N/A	N/A	204	N/A	N/A
SOUTHBOUND	121	N/A	34	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1213
NORTH-SOUTH CRITICAL VOLUMES 325
THE SUM OF CRITICAL VOLUMES 1538

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.079

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	44	2345	0	0
EASTBOUND	0	1588	136	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	34	3	1267	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	44	N/A	782	N/A	N/A	N/A
EASTBOUND	N/A	N/A	345	345	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	635	635	N/A

EAST-WEST CRITICAL VOLUMES 782
NORTH-SOUTH CRITICAL VOLUMES 635

THE SUM OF CRITICAL VOLUMES 1417

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.994

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2046	43	0
EASTBOUND	420	964	0	0
NORTHBOUND	637	1	127	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	512	N/A	43	N/A
EASTBOUND	231	N/A	321	N/A	N/A	N/A
NORTHBOUND	319	319	N/A	N/A	127	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 743
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1062

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.745

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1179	194	0
EASTBOUND	483	964	0	0
NORTHBOUND	385	312	359	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	393	N/A	194	N/A
EASTBOUND	266	N/A	482	N/A	N/A	N/A
NORTHBOUND	385	N/A	N/A	671	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 659
NORTH-SOUTH CRITICAL VOLUMES 671

THE SUM OF CRITICAL VOLUMES 1330

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.863

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	380	1348	0	0
EASTBOUND	0	1162	322	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	124	0	1113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	209	N/A	674	N/A	N/A	N/A
EASTBOUND	N/A	N/A	290	N/A	322	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	124	N/A	N/A	556	556	N/A

EAST-WEST CRITICAL VOLUMES 674
NORTH-SOUTH CRITICAL VOLUMES 556

THE SUM OF CRITICAL VOLUMES 1230

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.793

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	470	1895	29	27
EASTBOUND	12	1114	36	0
NORTHBOUND	40	41	0	302
SOUTHBOUND	54	27	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	470	N/A	948	N/A	29	N/A
EASTBOUND	12	N/A	383	383	N/A	N/A
NORTHBOUND	40	N/A	41	N/A	0	N/A
SOUTHBOUND	54	N/A	N/A	50	N/A	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 95

THE SUM OF CRITICAL VOLUMES 1055

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.640

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2137	341	0
EASTBOUND	0	1057	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	107	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	826	826	N/A	N/A
EASTBOUND	N/A	N/A	264	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	107	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 826
NORTH-SOUTH CRITICAL VOLUMES 107

THE SUM OF CRITICAL VOLUMES 933

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.777

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	16	2444	25	0
EASTBOUND	27	1138	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	25	0	26	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	16	N/A	823	823	N/A	N/A
EASTBOUND	27	N/A	286	286	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	0
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	51

EAST-WEST CRITICAL VOLUMES 850
NORTH-SOUTH CRITICAL VOLUMES 51

THE SUM OF CRITICAL VOLUMES 901

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.562

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	349	1088	173	0
EASTBOUND	98	396	0	624
NORTHBOUND	1336	1756	0	326
SOUTHBOUND	64	1057	0	164

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	192	N/A	630	630	N/A	N/A
EASTBOUND	98	N/A	198	N/A	0	N/A
NORTHBOUND	735	N/A	585	N/A	0	N/A
SOUTHBOUND	35	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	728
NORTH-SOUTH CRITICAL VOLUMES	1087
THE SUM OF CRITICAL VOLUMES	1815
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.250
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1490	553	20
EASTBOUND	223	570	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	0	115

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	745	N/A	553	N/A
EASTBOUND	223	N/A	285	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	41	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 968
NORTH-SOUTH CRITICAL VOLUMES 41

THE SUM OF CRITICAL VOLUMES 1009

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.638

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	92	616	421	206
EASTBOUND	203	796	188	223
NORTHBOUND	405	1098	63	0
SOUTHBOUND	375	823	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	92	N/A	308	N/A	421	N/A
EASTBOUND	203	N/A	398	N/A	188	N/A
NORTHBOUND	223	N/A	580	580	N/A	N/A
SOUTHBOUND	206	N/A	412	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 624
NORTH-SOUTH CRITICAL VOLUMES 786

THE SUM OF CRITICAL VOLUMES 1410

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.955

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1133	10	26	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1012	1374	214
SOUTHBOUND	0	1087	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	429	N/A	N/A	N/A	N/A	390
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	506	N/A	687	N/A
SOUTHBOUND	N/A	N/A	544	544	N/A	N/A

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 687
THE SUM OF CRITICAL VOLUMES 1116

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.713

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	112	135	112	0
EASTBOUND	196	221	208	85
NORTHBOUND	170	2278	98	0
SOUTHBOUND	105	1981	144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	112	N/A	124	124	N/A	N/A
EASTBOUND	196	N/A	221	N/A	208	N/A
NORTHBOUND	170	N/A	594	594	N/A	N/A
SOUTHBOUND	105	N/A	708	708	N/A	N/A

EAST-WEST CRITICAL VOLUMES 333
NORTH-SOUTH CRITICAL VOLUMES 878

THE SUM OF CRITICAL VOLUMES 1211

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.780

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	140	0	222	0
NORTHBOUND	113	1194	0	0
SOUTHBOUND	0	1029	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	140	N/A	N/A	N/A	222	N/A
NORTHBOUND	113	N/A	597	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	570	570	N/A	N/A

EAST-WEST CRITICAL VOLUMES 222
NORTH-SOUTH CRITICAL VOLUMES 683

THE SUM OF CRITICAL VOLUMES 905

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.905

LEVEL OF SERVICE ..... E

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	251	275	138	3
EASTBOUND	791	382	27	0
NORTHBOUND	71	1686	191	0
SOUTHBOUND	122	1787	156	435

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	138	N/A	138	N/A
EASTBOUND	435	N/A	204	204	N/A	N/A
NORTHBOUND	71	N/A	626	626	N/A	N/A
SOUTHBOUND	122	N/A	596	N/A	156	N/A

EAST-WEST CRITICAL VOLUMES 573
NORTH-SOUTH CRITICAL VOLUMES 748

THE SUM OF CRITICAL VOLUMES 1321

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.891

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	392	178	29	0
EASTBOUND	76	344	0	186
NORTHBOUND	122	1023	38	216
SOUTHBOUND	40	823	61	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	216	N/A	N/A	207	N/A	N/A
EASTBOUND	76	N/A	344	N/A	0	N/A
NORTHBOUND	122	N/A	341	N/A	38	N/A
SOUTHBOUND	40	N/A	295	295	N/A	N/A

EAST-WEST CRITICAL VOLUMES 560
NORTH-SOUTH CRITICAL VOLUMES 417

THE SUM OF CRITICAL VOLUMES 977

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.641

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	330	394	176	192
EASTBOUND	48	342	5	142
NORTHBOUND	142	1511	161	0
SOUTHBOUND	350	1590	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	182	N/A	197	N/A	176	N/A
EASTBOUND	48	N/A	171	N/A	5	N/A
NORTHBOUND	142	N/A	557	557	N/A	N/A
SOUTHBOUND	192	N/A	537	537	N/A	N/A

EAST-WEST CRITICAL VOLUMES 353
NORTH-SOUTH CRITICAL VOLUMES 749
THE SUM OF CRITICAL VOLUMES 1102

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.731

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	896	950	0	2
EASTBOUND	4	878	0	644
NORTHBOUND	364	2	1019	656
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	328	N/A	475	N/A	0	N/A
EASTBOUND	4	N/A	293	N/A	0	N/A
NORTHBOUND	183	183	N/A	N/A	510	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 620
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1136

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.756

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	62	1506	10	0
EASTBOUND	11	2493	147	54
NORTHBOUND	196	3	134	34
SOUTHBOUND	28	7	29	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	34	N/A	505	505	N/A	N/A
EASTBOUND	11	N/A	831	N/A	147	N/A
NORTHBOUND	108	N/A	N/A	68	68	N/A
SOUTHBOUND	N/A	32	N/A	32	N/A	N/A

EAST-WEST CRITICAL VOLUMES 864
NORTH-SOUTH CRITICAL VOLUMES 140

THE SUM OF CRITICAL VOLUMES 1004

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.660

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	235	1626	23	0
EASTBOUND	24	2332	0	100
NORTHBOUND	34	34	475	129
SOUTHBOUND	77	19	0	62

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	550	550	N/A	N/A
EASTBOUND	13	N/A	777	N/A	0	N/A
NORTHBOUND	34	N/A	N/A	254	254	N/A
SOUTHBOUND	77	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 906
NORTH-SOUTH CRITICAL VOLUMES 331

THE SUM OF CRITICAL VOLUMES 1237

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.798

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	136	1843	108	0
EASTBOUND	6	2787	9	0
NORTHBOUND	16	21	171	0
SOUTHBOUND	92	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	136	N/A	650	650	N/A	N/A
EASTBOUND	6	N/A	932	932	N/A	N/A
NORTHBOUND	16	N/A	N/A	192	N/A	N/A
SOUTHBOUND	92	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1068
NORTH-SOUTH CRITICAL VOLUMES 284
THE SUM OF CRITICAL VOLUMES 1352

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.949

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	170	1175	0	0
EASTBOUND	0	2911	105	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	211	31	777	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	170	N/A	392	N/A	N/A	N/A
EASTBOUND	N/A	N/A	603	603	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	211	N/A	N/A	404	404	N/A

EAST-WEST CRITICAL VOLUMES 773
NORTH-SOUTH CRITICAL VOLUMES 404

THE SUM OF CRITICAL VOLUMES 1177

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.826

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1259	83	0
EASTBOUND	738	2423	0	0
NORTHBOUND	108	5	181	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	315	N/A	83	N/A
EASTBOUND	406	N/A	808	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	181	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 808
NORTH-SOUTH CRITICAL VOLUMES 181

THE SUM OF CRITICAL VOLUMES 989

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.694

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1313	163	0
EASTBOUND	810	1268	0	0
NORTHBOUND	247	8	385	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	438	N/A	163	N/A
EASTBOUND	446	N/A	634	N/A	N/A	N/A
NORTHBOUND	247	N/A	N/A	393	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 884
NORTH-SOUTH CRITICAL VOLUMES 393

THE SUM OF CRITICAL VOLUMES 1277

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.826

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	567	995	0	0
EASTBOUND	0	1993	581	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	93	0	55	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	312	N/A	498	N/A	N/A	N/A
EASTBOUND	N/A	N/A	498	N/A	581	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	49	N/A	N/A	N/A	49	49

EAST-WEST CRITICAL VOLUMES 893
NORTH-SOUTH CRITICAL VOLUMES 49

THE SUM OF CRITICAL VOLUMES 942

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.591

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	175	1002	17	30
EASTBOUND	22	2037	36	0
NORTHBOUND	52	53	289	175
SOUTHBOUND	59	27	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	175	N/A	501	N/A	17	N/A
EASTBOUND	22	N/A	691	691	N/A	N/A
NORTHBOUND	52	N/A	53	N/A	289	N/A
SOUTHBOUND	59	N/A	N/A	44	N/A	N/A

EAST-WEST CRITICAL VOLUMES 866
NORTH-SOUTH CRITICAL VOLUMES 348

THE SUM OF CRITICAL VOLUMES 1214

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.752

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1127	156	0
EASTBOUND	0	2867	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	177	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	0	0	3
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	428	428	N/A	N/A
EASTBOUND	N/A	N/A	717	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	177	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 717
NORTH-SOUTH CRITICAL VOLUMES 177

THE SUM OF CRITICAL VOLUMES 894

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.745

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	5	1226	26	0
EASTBOUND	21	3021	0	0
NORTHBOUND	8	0	3	0
SOUTHBOUND	42	0	30	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	5	N/A	417	417	N/A	N/A
EASTBOUND	21	N/A	755	755	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	11
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	72

EAST-WEST CRITICAL VOLUMES 760
NORTH-SOUTH CRITICAL VOLUMES 80
THE SUM OF CRITICAL VOLUMES 840

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.519

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	470	445	165	0
EASTBOUND	187	1121	959	740
NORTHBOUND	673	1351	0	374
SOUTHBOUND	150	1891	0	123

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	258	N/A	305	305	N/A	N/A
EASTBOUND	187	N/A	560	N/A	480	N/A
NORTHBOUND	370	N/A	450	N/A	0	N/A
SOUTHBOUND	82	N/A	630	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 818
NORTH-SOUTH CRITICAL VOLUMES 1000
THE SUM OF CRITICAL VOLUMES 1818

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.252

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	719	94	114
EASTBOUND	159	1482	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	417	0	206	159

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	360	N/A	94	N/A
EASTBOUND	159	N/A	741	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	229	N/A	N/A	N/A	206	N/A

EAST-WEST CRITICAL VOLUMES 741
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 970

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.611

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

FUTURE (2018) TRAFFIC CONDITIONS

WITH APPROVED PROJECT

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	52	796	171	188
EASTBOUND	189	539	109	279
NORTHBOUND	508	1067	35	0
SOUTHBOUND	342	1016	0	373

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	52	N/A	398	N/A	171	N/A
EASTBOUND	189	N/A	270	N/A	109	N/A
NORTHBOUND	279	N/A	551	551	N/A	N/A
SOUTHBOUND	188	N/A	508	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 587
NORTH-SOUTH CRITICAL VOLUMES 787

THE SUM OF CRITICAL VOLUMES 1374

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.929

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1408	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1527	1506	260
SOUTHBOUND	0	663	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	520	N/A	N/A	N/A	N/A	473
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	758	758	758	N/A
SOUTHBOUND	N/A	N/A	332	332	N/A	N/A

EAST-WEST CRITICAL VOLUMES 520
NORTH-SOUTH CRITICAL VOLUMES 758
THE SUM OF CRITICAL VOLUMES 1278

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.827

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	67	184	148	0
EASTBOUND	188	149	51	114
NORTHBOUND	228	2928	48	0
SOUTHBOUND	61	1777	229	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	67	N/A	166	166	N/A	N/A
EASTBOUND	188	N/A	149	N/A	51	N/A
NORTHBOUND	228	N/A	744	744	N/A	N/A
SOUTHBOUND	61	N/A	669	669	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 897

THE SUM OF CRITICAL VOLUMES 1251

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.808

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	141	0	137	0
NORTHBOUND	194	1156	0	0
SOUTHBOUND	0	674	207	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	141	N/A	N/A	N/A	137	N/A
NORTHBOUND	194	N/A	578	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 141
NORTH-SOUTH CRITICAL VOLUMES 634

THE SUM OF CRITICAL VOLUMES 775

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.775

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	113	245	279	22
EASTBOUND	602	356	18	0
NORTHBOUND	47	2551	163	0
SOUTHBOUND	44	1055	368	331

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	62	N/A	122	N/A	279	N/A
EASTBOUND	331	N/A	187	187	N/A	N/A
NORTHBOUND	47	N/A	905	905	N/A	N/A
SOUTHBOUND	44	N/A	352	N/A	368	N/A

EAST-WEST CRITICAL VOLUMES 610
NORTH-SOUTH CRITICAL VOLUMES 949

THE SUM OF CRITICAL VOLUMES 1559

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.064

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	374	331	29	0
EASTBOUND	45	184	0	136
NORTHBOUND	165	825	0	151
SOUTHBOUND	24	815	63	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	206	N/A	N/A	360	N/A	N/A
EASTBOUND	45	N/A	184	N/A	0	N/A
NORTHBOUND	165	N/A	275	N/A	0	N/A
SOUTHBOUND	24	N/A	293	293	N/A	N/A

EAST-WEST CRITICAL VOLUMES 405
NORTH-SOUTH CRITICAL VOLUMES 458

THE SUM OF CRITICAL VOLUMES 863

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.558

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	205	427	300	130
EASTBOUND	37	203	0	73
NORTHBOUND	137	2175	147	0
SOUTHBOUND	236	983	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	113	N/A	214	N/A	300	N/A
EASTBOUND	37	N/A	102	N/A	0	N/A
NORTHBOUND	137	N/A	774	774	N/A	N/A
SOUTHBOUND	130	N/A	335	335	N/A	N/A

EAST-WEST CRITICAL VOLUMES 337
NORTH-SOUTH CRITICAL VOLUMES 904

THE SUM OF CRITICAL VOLUMES 1241

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.833

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	2398	1308	2	0
EASTBOUND	12	437	0	582
NORTHBOUND	207	6	0	1596
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	879	N/A	654	N/A	2	N/A
EASTBOUND	12	N/A	146	N/A	0	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1024
NORTH-SOUTH CRITICAL VOLUMES 107

THE SUM OF CRITICAL VOLUMES 1131

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.753

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	97	3452	22	0
EASTBOUND	15	1632	307	68
NORTHBOUND	249	14	57	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	1158	1158	N/A	N/A
EASTBOUND	15	N/A	544	N/A	307	N/A
NORTHBOUND	137	N/A	N/A	36	36	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1172
NORTH-SOUTH CRITICAL VOLUMES 140

THE SUM OF CRITICAL VOLUMES 1312

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.884

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	372	3519	43	0
EASTBOUND	66	1426	177	24
NORTHBOUND	49	27	0	203
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	205	N/A	1187	1187	N/A	N/A
EASTBOUND	36	N/A	475	N/A	177	N/A
NORTHBOUND	49	N/A	27	N/A	0	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1223
NORTH-SOUTH CRITICAL VOLUMES 50

THE SUM OF CRITICAL VOLUMES 1273

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.823

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	82	3582	91	0
EASTBOUND	4	1324	8	0
NORTHBOUND	32	18	186	0
SOUTHBOUND	121	34	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	1224	1224	N/A	N/A
EASTBOUND	4	N/A	444	444	N/A	N/A
NORTHBOUND	32	N/A	N/A	204	N/A	N/A
SOUTHBOUND	121	N/A	34	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1228
NORTH-SOUTH CRITICAL VOLUMES 325

THE SUM OF CRITICAL VOLUMES 1553

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.090

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	44	2381	0	0
EASTBOUND	0	1594	136	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	34	3	1276	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	44	N/A	794	N/A	N/A	N/A
EASTBOUND	N/A	N/A	346	346	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	640	640	N/A

EAST-WEST CRITICAL VOLUMES 794
NORTH-SOUTH CRITICAL VOLUMES 640

THE SUM OF CRITICAL VOLUMES 1434

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.006

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2082	43	0
EASTBOUND	421	969	0	0
NORTHBOUND	637	1	127	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	520	N/A	43	N/A
EASTBOUND	232	N/A	323	N/A	N/A	N/A
NORTHBOUND	319	319	N/A	N/A	127	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 752
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1071

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.752

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1193	194	0
EASTBOUND	495	966	0	0
NORTHBOUND	385	312	359	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	398	N/A	194	N/A
EASTBOUND	272	N/A	483	N/A	N/A	N/A
NORTHBOUND	385	N/A	N/A	671	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 670
NORTH-SOUTH CRITICAL VOLUMES 671

THE SUM OF CRITICAL VOLUMES 1341

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.871

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	380	1362	0	0
EASTBOUND	0	1176	322	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	124	0	1203	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	209	N/A	681	N/A	N/A	N/A
EASTBOUND	N/A	N/A	294	N/A	322	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	124	N/A	N/A	602	602	N/A

EAST-WEST CRITICAL VOLUMES 681
NORTH-SOUTH CRITICAL VOLUMES 602

THE SUM OF CRITICAL VOLUMES 1283

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.830

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	574	1895	29	27
EASTBOUND	12	1114	36	0
NORTHBOUND	40	41	0	316
SOUTHBOUND	54	27	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	574	N/A	948	N/A	29	N/A
EASTBOUND	12	N/A	383	383	N/A	N/A
NORTHBOUND	40	N/A	41	N/A	0	N/A
SOUTHBOUND	54	N/A	N/A	50	N/A	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 95

THE SUM OF CRITICAL VOLUMES 1055

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.640

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	2146	249	106
EASTBOUND	0	1125	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	211	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	715	N/A	249	N/A
EASTBOUND	N/A	N/A	281	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	211	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 715
NORTH-SOUTH CRITICAL VOLUMES 211

THE SUM OF CRITICAL VOLUMES 926

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.772

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	25	2548	192	0
EASTBOUND	202	1138	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	67	1	38	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	25	N/A	685	685	N/A	N/A
EASTBOUND	202	N/A	286	286	N/A	N/A
NORTHBOUND	0	N/A	N/A	0	N/A	N/A
SOUTHBOUND	67	N/A	N/A	39	N/A	N/A

EAST-WEST CRITICAL VOLUMES 887
NORTH-SOUTH CRITICAL VOLUMES 67

THE SUM OF CRITICAL VOLUMES 954

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.599

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 11/1/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	349	1160	173	0
EASTBOUND	105	406	0	645
NORTHBOUND	1494	1756	0	326
SOUTHBOUND	64	1057	0	214

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	192	N/A	666	666	N/A	N/A
EASTBOUND	105	N/A	203	N/A	0	N/A
NORTHBOUND	822	N/A	585	N/A	0	N/A
SOUTHBOUND	35	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 771
NORTH-SOUTH CRITICAL VOLUMES 1174
THE SUM OF CRITICAL VOLUMES 1945

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.345

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1535	553	20
EASTBOUND	227	576	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	0	142

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	768	N/A	553	N/A
EASTBOUND	227	N/A	288	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	41	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 995
NORTH-SOUTH CRITICAL VOLUMES 41

THE SUM OF CRITICAL VOLUMES 1036

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.657

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	92	616	425	206
EASTBOUND	203	796	188	223
NORTHBOUND	405	1106	63	0
SOUTHBOUND	375	825	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	92	N/A	308	N/A	425	N/A
EASTBOUND	203	N/A	398	N/A	188	N/A
NORTHBOUND	223	N/A	584	584	N/A	N/A
SOUTHBOUND	206	N/A	412	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 628
NORTH-SOUTH CRITICAL VOLUMES 790

THE SUM OF CRITICAL VOLUMES 1418

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.961

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1135	10	26	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1039	1382	214
SOUTHBOUND	0	1093	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	429	N/A	N/A	N/A	N/A	390
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	520	N/A	691	N/A
SOUTHBOUND	N/A	N/A	546	546	N/A	N/A

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 691
THE SUM OF CRITICAL VOLUMES 1120

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.716

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	112	135	112	0
EASTBOUND	196	221	208	85
NORTHBOUND	170	2313	98	0
SOUTHBOUND	105	1989	144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	112	N/A	124	124	N/A	N/A
EASTBOUND	196	N/A	221	N/A	208	N/A
NORTHBOUND	170	N/A	603	603	N/A	N/A
SOUTHBOUND	105	N/A	711	711	N/A	N/A

EAST-WEST CRITICAL VOLUMES 333
NORTH-SOUTH CRITICAL VOLUMES 881

THE SUM OF CRITICAL VOLUMES 1214

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.782

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	140	0	222	0
NORTHBOUND	113	1198	0	0
SOUTHBOUND	0	1029	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	140	N/A	N/A	N/A	222	N/A
NORTHBOUND	113	N/A	599	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	570	570	N/A	N/A

EAST-WEST CRITICAL VOLUMES 222
NORTH-SOUTH CRITICAL VOLUMES 683

THE SUM OF CRITICAL VOLUMES 905

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.905

LEVEL OF SERVICE ..... E

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	251	275	138	3
EASTBOUND	803	382	27	0
NORTHBOUND	71	1709	195	0
SOUTHBOUND	122	1793	151	442

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	138	N/A	138	N/A
EASTBOUND	442	N/A	204	204	N/A	N/A
NORTHBOUND	71	N/A	635	635	N/A	N/A
SOUTHBOUND	122	N/A	598	N/A	151	N/A

EAST-WEST CRITICAL VOLUMES 580
NORTH-SOUTH CRITICAL VOLUMES 757

THE SUM OF CRITICAL VOLUMES 1337

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.902

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	392	178	29	0
EASTBOUND	76	344	0	186
NORTHBOUND	122	1035	38	216
SOUTHBOUND	40	825	61	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	216	N/A	N/A	207	N/A	N/A
EASTBOUND	76	N/A	344	N/A	0	N/A
NORTHBOUND	122	N/A	345	N/A	38	N/A
SOUTHBOUND	40	N/A	295	295	N/A	N/A

EAST-WEST CRITICAL VOLUMES 560
NORTH-SOUTH CRITICAL VOLUMES 417

THE SUM OF CRITICAL VOLUMES 977

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.641

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	333	394	176	192
EASTBOUND	48	342	5	142
NORTHBOUND	142	1538	176	0
SOUTHBOUND	350	1596	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	183	N/A	197	N/A	176	N/A
EASTBOUND	48	N/A	171	N/A	5	N/A
NORTHBOUND	142	N/A	571	571	N/A	N/A
SOUTHBOUND	192	N/A	539	539	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 763

THE SUM OF CRITICAL VOLUMES 1117

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.742

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	896	953	0	2
EASTBOUND	4	893	0	644
NORTHBOUND	364	2	1017	658
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	329	N/A	476	N/A	0	N/A
EASTBOUND	4	N/A	298	N/A	0	N/A
NORTHBOUND	183	183	N/A	N/A	508	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 626
NORTH-SOUTH CRITICAL VOLUMES 514

THE SUM OF CRITICAL VOLUMES 1140

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.759

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	67	1509	10	0
EASTBOUND	11	2508	147	54
NORTHBOUND	196	3	154	37
SOUTHBOUND	28	7	29	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	506	506	N/A	N/A
EASTBOUND	11	N/A	836	N/A	147	N/A
NORTHBOUND	108	N/A	N/A	78	78	N/A
SOUTHBOUND	N/A	32	N/A	32	N/A	N/A

EAST-WEST CRITICAL VOLUMES 872
NORTH-SOUTH CRITICAL VOLUMES 140
THE SUM OF CRITICAL VOLUMES 1012

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.666

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	235	1634	23	0
EASTBOUND	24	2370	0	100
NORTHBOUND	34	34	475	129
SOUTHBOUND	77	19	0	62

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	552	552	N/A	N/A
EASTBOUND	13	N/A	790	N/A	0	N/A
NORTHBOUND	34	N/A	N/A	254	254	N/A
SOUTHBOUND	77	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 919
NORTH-SOUTH CRITICAL VOLUMES 331
THE SUM OF CRITICAL VOLUMES 1250

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.807

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	136	1851	108	0
EASTBOUND	6	2825	9	0
NORTHBOUND	16	21	171	0
SOUTHBOUND	92	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	136	N/A	653	653	N/A	N/A
EASTBOUND	6	N/A	945	945	N/A	N/A
NORTHBOUND	16	N/A	N/A	192	N/A	N/A
SOUTHBOUND	92	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1081
NORTH-SOUTH CRITICAL VOLUMES 284

THE SUM OF CRITICAL VOLUMES 1365

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.958

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	170	1181	0	0
EASTBOUND	0	2949	105	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	211	31	779	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	170	N/A	394	N/A	N/A	N/A
EASTBOUND	N/A	N/A	611	611	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	211	N/A	N/A	405	405	N/A

EAST-WEST CRITICAL VOLUMES 781
NORTH-SOUTH CRITICAL VOLUMES 405

THE SUM OF CRITICAL VOLUMES 1186

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.832

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1265	83	0
EASTBOUND	746	2454	0	0
NORTHBOUND	108	5	181	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	316	N/A	83	N/A
EASTBOUND	410	N/A	818	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	181	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 818
NORTH-SOUTH CRITICAL VOLUMES 181

THE SUM OF CRITICAL VOLUMES 999

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.701

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1315	163	0
EASTBOUND	887	1280	0	0
NORTHBOUND	247	8	385	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	438	N/A	163	N/A
EASTBOUND	488	N/A	640	N/A	N/A	N/A
NORTHBOUND	247	N/A	N/A	393	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 926
NORTH-SOUTH CRITICAL VOLUMES 393
THE SUM OF CRITICAL VOLUMES 1319

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.856

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	567	997	0	0
EASTBOUND	0	2081	581	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	93	0	71	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	312	N/A	498	N/A	N/A	N/A
EASTBOUND	N/A	N/A	520	N/A	581	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	55	N/A	N/A	N/A	55	55

EAST-WEST CRITICAL VOLUMES 893
NORTH-SOUTH CRITICAL VOLUMES 55

THE SUM OF CRITICAL VOLUMES 948

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.595

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	193	1002	17	30
EASTBOUND	22	2037	36	0
NORTHBOUND	52	53	359	193
SOUTHBOUND	59	27	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	193	N/A	501	N/A	17	N/A
EASTBOUND	22	N/A	691	691	N/A	N/A
NORTHBOUND	52	N/A	53	N/A	359	N/A
SOUTHBOUND	59	N/A	N/A	44	N/A	N/A

EAST-WEST CRITICAL VOLUMES 884
NORTH-SOUTH CRITICAL VOLUMES 418

THE SUM OF CRITICAL VOLUMES 1302

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.814

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1185	146	98
EASTBOUND	0	2879	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	195	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	395	N/A	146	N/A
EASTBOUND	N/A	N/A	720	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	195	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 720
NORTH-SOUTH CRITICAL VOLUMES 195

THE SUM OF CRITICAL VOLUMES 915

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.762

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	1243	55	0
EASTBOUND	63	3021	0	0
NORTHBOUND	13	0	3	0
SOUTHBOUND	290	0	103	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	324	324	N/A	N/A
EASTBOUND	63	N/A	755	755	N/A	N/A
NORTHBOUND	13	N/A	N/A	3	N/A	N/A
SOUTHBOUND	290	N/A	N/A	103	N/A	N/A

EAST-WEST CRITICAL VOLUMES 763
NORTH-SOUTH CRITICAL VOLUMES 293

THE SUM OF CRITICAL VOLUMES 1056

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.671

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 11/1/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	470	458	165	0
EASTBOUND	229	1182	1061	772
NORTHBOUND	701	1351	0	374
SOUTHBOUND	150	1891	0	132

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	258	N/A	312	312	N/A	N/A
EASTBOUND	229	N/A	591	N/A	530	N/A
NORTHBOUND	386	N/A	450	N/A	0	N/A
SOUTHBOUND	82	N/A	630	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 849
NORTH-SOUTH CRITICAL VOLUMES 1016
THE SUM OF CRITICAL VOLUMES 1865

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.286

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	727	94	114
EASTBOUND	182	1520	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	417	0	188	182

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	364	N/A	94	N/A
EASTBOUND	182	N/A	760	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	229	N/A	N/A	N/A	188	N/A

EAST-WEST CRITICAL VOLUMES 760
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 989

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.624

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

FUTURE (2018) TRAFFIC CONDITIONS

WITH MODIFIED PROJECT

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	52	796	171	188
EASTBOUND	189	539	109	279
NORTHBOUND	508	1067	35	0
SOUTHBOUND	342	1014	0	373

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	52	N/A	398	N/A	171	N/A
EASTBOUND	189	N/A	270	N/A	109	N/A
NORTHBOUND	279	N/A	551	551	N/A	N/A
SOUTHBOUND	188	N/A	507	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 587
NORTH-SOUTH CRITICAL VOLUMES 786

THE SUM OF CRITICAL VOLUMES 1373

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.929

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1406	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1527	1506	260
SOUTHBOUND	0	658	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	520	N/A	N/A	N/A	N/A	472
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	758	758	758	N/A
SOUTHBOUND	N/A	N/A	329	329	N/A	N/A

EAST-WEST CRITICAL VOLUMES 520
NORTH-SOUTH CRITICAL VOLUMES 758
THE SUM OF CRITICAL VOLUMES 1278

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.827

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	67	184	148	0
EASTBOUND	188	149	51	114
NORTHBOUND	228	2927	48	0
SOUTHBOUND	61	1771	229	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	67	N/A	166	166	N/A	N/A
EASTBOUND	188	N/A	149	N/A	51	N/A
NORTHBOUND	228	N/A	744	744	N/A	N/A
SOUTHBOUND	61	N/A	667	667	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 895

THE SUM OF CRITICAL VOLUMES 1249

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.806

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	141	0	137	0
NORTHBOUND	194	1156	0	0
SOUTHBOUND	0	674	207	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	141	N/A	N/A	N/A	137	N/A
NORTHBOUND	194	N/A	578	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 141
NORTH-SOUTH CRITICAL VOLUMES 634
THE SUM OF CRITICAL VOLUMES 775

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.775

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	113	245	279	22
EASTBOUND	602	356	18	0
NORTHBOUND	47	2550	163	0
SOUTHBOUND	44	1050	366	331

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	62	N/A	122	N/A	279	N/A
EASTBOUND	331	N/A	187	187	N/A	N/A
NORTHBOUND	47	N/A	904	904	N/A	N/A
SOUTHBOUND	44	N/A	350	N/A	366	N/A

EAST-WEST CRITICAL VOLUMES 610
NORTH-SOUTH CRITICAL VOLUMES 948

THE SUM OF CRITICAL VOLUMES 1558

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.063

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	374	331	29	0
EASTBOUND	45	184	0	136
NORTHBOUND	165	825	0	151
SOUTHBOUND	24	813	63	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	206	N/A	N/A	360	N/A	N/A
EASTBOUND	45	N/A	184	N/A	0	N/A
NORTHBOUND	165	N/A	275	N/A	0	N/A
SOUTHBOUND	24	N/A	292	292	N/A	N/A

EAST-WEST CRITICAL VOLUMES 405
NORTH-SOUTH CRITICAL VOLUMES 457

THE SUM OF CRITICAL VOLUMES 862

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.557

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	202	427	300	130
EASTBOUND	37	203	0	73
NORTHBOUND	137	2175	147	0
SOUTHBOUND	236	978	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	111	N/A	214	N/A	300	N/A
EASTBOUND	37	N/A	102	N/A	0	N/A
NORTHBOUND	137	N/A	774	774	N/A	N/A
SOUTHBOUND	130	N/A	333	333	N/A	N/A

EAST-WEST CRITICAL VOLUMES 337
NORTH-SOUTH CRITICAL VOLUMES 904
THE SUM OF CRITICAL VOLUMES 1241

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.833

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	2398	1305	2	0
EASTBOUND	12	437	0	582
NORTHBOUND	207	6	0	1596
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	879	N/A	652	N/A	2	N/A
EASTBOUND	12	N/A	146	N/A	0	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1024
NORTH-SOUTH CRITICAL VOLUMES 107

THE SUM OF CRITICAL VOLUMES 1131

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.753

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	93	3449	22	0
EASTBOUND	15	1632	307	68
NORTHBOUND	249	14	56	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	51	N/A	1157	1157	N/A	N/A
EASTBOUND	15	N/A	544	N/A	307	N/A
NORTHBOUND	137	N/A	N/A	35	35	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1172
NORTH-SOUTH CRITICAL VOLUMES 140
THE SUM OF CRITICAL VOLUMES 1312

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.884

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	372	3513	43	0
EASTBOUND	66	1425	177	24
NORTHBOUND	49	27	0	203
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	205	N/A	1185	1185	N/A	N/A
EASTBOUND	36	N/A	475	N/A	177	N/A
NORTHBOUND	49	N/A	27	N/A	0	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1221
NORTH-SOUTH CRITICAL VOLUMES 50
THE SUM OF CRITICAL VOLUMES 1271

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.822

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	82	3576	91	0
EASTBOUND	4	1323	8	0
NORTHBOUND	32	18	186	0
SOUTHBOUND	121	34	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	1222	1222	N/A	N/A
EASTBOUND	4	N/A	444	444	N/A	N/A
NORTHBOUND	32	N/A	N/A	204	N/A	N/A
SOUTHBOUND	121	N/A	34	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1226
NORTH-SOUTH CRITICAL VOLUMES 325
THE SUM OF CRITICAL VOLUMES 1551

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.088

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	44	2376	0	0
EASTBOUND	0	1593	136	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	34	3	1275	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	44	N/A	792	N/A	N/A	N/A
EASTBOUND	N/A	N/A	346	346	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	639	639	N/A

EAST-WEST CRITICAL VOLUMES 792
NORTH-SOUTH CRITICAL VOLUMES 639

THE SUM OF CRITICAL VOLUMES 1431

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.004

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2077	43	0
EASTBOUND	421	968	0	0
NORTHBOUND	637	1	127	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	519	N/A	43	N/A
EASTBOUND	232	N/A	323	N/A	N/A	N/A
NORTHBOUND	319	319	N/A	N/A	127	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 751
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1070

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.751

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1191	194	0
EASTBOUND	494	966	0	0
NORTHBOUND	385	312	359	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	397	N/A	194	N/A
EASTBOUND	272	N/A	483	N/A	N/A	N/A
NORTHBOUND	385	N/A	N/A	671	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 669
NORTH-SOUTH CRITICAL VOLUMES 671
THE SUM OF CRITICAL VOLUMES 1340

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.870

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	380	1360	0	0
EASTBOUND	0	1174	322	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	124	0	1190	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	209	N/A	680	N/A	N/A	N/A
EASTBOUND	N/A	N/A	294	N/A	322	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	124	N/A	N/A	595	595	N/A

EAST-WEST CRITICAL VOLUMES 680
NORTH-SOUTH CRITICAL VOLUMES 595

THE SUM OF CRITICAL VOLUMES 1275

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.825

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	559	1895	29	27
EASTBOUND	12	1114	36	0
NORTHBOUND	40	41	0	314
SOUTHBOUND	54	27	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	559	N/A	948	N/A	29	N/A
EASTBOUND	12	N/A	383	383	N/A	N/A
NORTHBOUND	40	N/A	41	N/A	0	N/A
SOUTHBOUND	54	N/A	N/A	50	N/A	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 95

THE SUM OF CRITICAL VOLUMES 1055

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.640

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2145	255	98
EASTBOUND	0	1115	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	196	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	715	N/A	255	N/A
EASTBOUND	N/A	N/A	279	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	196	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 715
NORTH-SOUTH CRITICAL VOLUMES 196

THE SUM OF CRITICAL VOLUMES 911

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.759

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	25	2531	168	0
EASTBOUND	177	1138	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	62	1	36	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	25	N/A	675	675	N/A	N/A
EASTBOUND	177	N/A	286	286	N/A	N/A
NORTHBOUND	0	N/A	N/A	0	N/A	N/A
SOUTHBOUND	62	N/A	N/A	37	N/A	N/A

EAST-WEST CRITICAL VOLUMES 852
NORTH-SOUTH CRITICAL VOLUMES 62

THE SUM OF CRITICAL VOLUMES 914

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.571

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	349	1150	173	0
EASTBOUND	104	405	0	643
NORTHBOUND	1471	1756	0	326
SOUTHBOUND	64	1057	0	206

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	192	N/A	662	662	N/A	N/A
EASTBOUND	104	N/A	202	N/A	0	N/A
NORTHBOUND	809	N/A	585	N/A	0	N/A
SOUTHBOUND	35	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 766
NORTH-SOUTH CRITICAL VOLUMES 1161
THE SUM OF CRITICAL VOLUMES 1927

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.331

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1529	553	20
EASTBOUND	226	575	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	0	138

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	764	N/A	553	N/A
EASTBOUND	226	N/A	288	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	41	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 990
NORTH-SOUTH CRITICAL VOLUMES 41
THE SUM OF CRITICAL VOLUMES 1031

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.654

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	92	616	424	206
EASTBOUND	203	796	188	223
NORTHBOUND	405	1105	63	0
SOUTHBOUND	375	825	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	92	N/A	308	N/A	424	N/A
EASTBOUND	203	N/A	398	N/A	188	N/A
NORTHBOUND	223	N/A	584	584	N/A	N/A
SOUTHBOUND	206	N/A	412	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 627
NORTH-SOUTH CRITICAL VOLUMES 790

THE SUM OF CRITICAL VOLUMES 1417

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.961

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1135	10	26	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1035	1381	214
SOUTHBOUND	0	1092	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	429	N/A	N/A	N/A	N/A	390
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	518	N/A	690	N/A
SOUTHBOUND	N/A	N/A	546	546	N/A	N/A

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 690
THE SUM OF CRITICAL VOLUMES 1119

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.715

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	112	135	112	0
EASTBOUND	196	221	208	85
NORTHBOUND	170	2307	98	0
SOUTHBOUND	105	1988	144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	112	N/A	124	124	N/A	N/A
EASTBOUND	196	N/A	221	N/A	208	N/A
NORTHBOUND	170	N/A	601	601	N/A	N/A
SOUTHBOUND	105	N/A	711	711	N/A	N/A

EAST-WEST CRITICAL VOLUMES 333
NORTH-SOUTH CRITICAL VOLUMES 881

THE SUM OF CRITICAL VOLUMES 1214

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.782

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	140	0	222	0
NORTHBOUND	113	1197	0	0
SOUTHBOUND	0	1029	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	140	N/A	N/A	N/A	222	N/A
NORTHBOUND	113	N/A	598	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	570	570	N/A	N/A

EAST-WEST CRITICAL VOLUMES 222
NORTH-SOUTH CRITICAL VOLUMES 683

THE SUM OF CRITICAL VOLUMES 905

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.905

LEVEL OF SERVICE ..... E

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	251	275	138	3
EASTBOUND	801	382	27	0
NORTHBOUND	71	1706	194	0
SOUTHBOUND	122	1792	152	441

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	138	N/A	138	N/A
EASTBOUND	441	N/A	204	204	N/A	N/A
NORTHBOUND	71	N/A	633	633	N/A	N/A
SOUTHBOUND	122	N/A	597	N/A	152	N/A

EAST-WEST CRITICAL VOLUMES 579
NORTH-SOUTH CRITICAL VOLUMES 755

THE SUM OF CRITICAL VOLUMES 1334

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.900

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	392	178	29	0
EASTBOUND	76	344	0	186
NORTHBOUND	122	1033	38	216
SOUTHBOUND	40	825	61	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	216	N/A	N/A	207	N/A	N/A
EASTBOUND	76	N/A	344	N/A	0	N/A
NORTHBOUND	122	N/A	344	N/A	38	N/A
SOUTHBOUND	40	N/A	295	295	N/A	N/A

EAST-WEST CRITICAL VOLUMES 560
NORTH-SOUTH CRITICAL VOLUMES 417

THE SUM OF CRITICAL VOLUMES 977

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.641

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	333	394	176	192
EASTBOUND	48	342	5	142
NORTHBOUND	142	1534	174	0
SOUTHBOUND	350	1595	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	183	N/A	197	N/A	176	N/A
EASTBOUND	48	N/A	171	N/A	5	N/A
NORTHBOUND	142	N/A	569	569	N/A	N/A
SOUTHBOUND	192	N/A	539	539	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 761
THE SUM OF CRITICAL VOLUMES 1115

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.741

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	896	953	0	2
EASTBOUND	4	891	0	644
NORTHBOUND	364	2	1017	658
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	329	N/A	476	N/A	0	N/A
EASTBOUND	4	N/A	297	N/A	0	N/A
NORTHBOUND	183	183	N/A	N/A	508	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 626
NORTH-SOUTH CRITICAL VOLUMES 514

THE SUM OF CRITICAL VOLUMES 1140

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.759

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	66	1509	10	0
EASTBOUND	11	2506	147	54
NORTHBOUND	196	3	152	36
SOUTHBOUND	28	7	29	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	36	N/A	506	506	N/A	N/A
EASTBOUND	11	N/A	835	N/A	147	N/A
NORTHBOUND	108	N/A	N/A	78	78	N/A
SOUTHBOUND	N/A	32	N/A	32	N/A	N/A

EAST-WEST CRITICAL VOLUMES 870
NORTH-SOUTH CRITICAL VOLUMES 140
THE SUM OF CRITICAL VOLUMES 1010

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.665

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	235	1633	23	0
EASTBOUND	24	2365	0	100
NORTHBOUND	34	34	475	129
SOUTHBOUND	77	19	0	62

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	552	552	N/A	N/A
EASTBOUND	13	N/A	788	N/A	0	N/A
NORTHBOUND	34	N/A	N/A	254	254	N/A
SOUTHBOUND	77	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 917
NORTH-SOUTH CRITICAL VOLUMES 331
THE SUM OF CRITICAL VOLUMES 1248

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.806

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	136	1850	108	0
EASTBOUND	6	2820	9	0
NORTHBOUND	16	21	171	0
SOUTHBOUND	92	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	136	N/A	653	653	N/A	N/A
EASTBOUND	6	N/A	943	943	N/A	N/A
NORTHBOUND	16	N/A	N/A	192	N/A	N/A
SOUTHBOUND	92	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1079
NORTH-SOUTH CRITICAL VOLUMES 284

THE SUM OF CRITICAL VOLUMES 1363

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.956

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	170	1180	0	0
EASTBOUND	0	2944	105	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	211	31	778	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	170	N/A	393	N/A	N/A	N/A
EASTBOUND	N/A	N/A	610	610	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	211	N/A	N/A	404	404	N/A

EAST-WEST CRITICAL VOLUMES	780
NORTH-SOUTH CRITICAL VOLUMES	404
THE SUM OF CRITICAL VOLUMES	1184
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.831
LEVEL OF SERVICE	D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1264	83	0
EASTBOUND	745	2449	0	0
NORTHBOUND	108	5	181	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	316	N/A	83	N/A
EASTBOUND	410	N/A	816	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	181	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 816
NORTH-SOUTH CRITICAL VOLUMES 181

THE SUM OF CRITICAL VOLUMES 997

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.700

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1315	163	0
EASTBOUND	875	1278	0	0
NORTHBOUND	247	8	385	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	438	N/A	163	N/A
EASTBOUND	481	N/A	639	N/A	N/A	N/A
NORTHBOUND	247	N/A	N/A	393	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 919
NORTH-SOUTH CRITICAL VOLUMES 393
THE SUM OF CRITICAL VOLUMES 1312

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.851

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	567	997	0	0
EASTBOUND	0	2068	581	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	93	0	68	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	312	N/A	498	N/A	N/A	N/A
EASTBOUND	N/A	N/A	517	N/A	581	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	54	N/A	N/A	N/A	54	54

EAST-WEST CRITICAL VOLUMES 893
NORTH-SOUTH CRITICAL VOLUMES 54

THE SUM OF CRITICAL VOLUMES 947

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.595

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	190	1002	17	30
EASTBOUND	22	2037	36	0
NORTHBOUND	52	53	349	190
SOUTHBOUND	59	27	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	190	N/A	501	N/A	17	N/A
EASTBOUND	22	N/A	691	691	N/A	N/A
NORTHBOUND	52	N/A	53	N/A	349	N/A
SOUTHBOUND	59	N/A	N/A	44	N/A	N/A

EAST-WEST CRITICAL VOLUMES 881
NORTH-SOUTH CRITICAL VOLUMES 408
THE SUM OF CRITICAL VOLUMES 1289

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.805

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1176	135	96
EASTBOUND	0	2877	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	192	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	392	N/A	135	N/A
EASTBOUND	N/A	N/A	719	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	192	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 719
NORTH-SOUTH CRITICAL VOLUMES 192

THE SUM OF CRITICAL VOLUMES 911

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.759

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	1240	51	0
EASTBOUND	59	3021	0	0
NORTHBOUND	13	0	3	0
SOUTHBOUND	254	0	92	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	323	323	N/A	N/A
EASTBOUND	59	N/A	755	755	N/A	N/A
NORTHBOUND	13	N/A	N/A	3	N/A	N/A
SOUTHBOUND	254	N/A	N/A	92	N/A	N/A

EAST-WEST CRITICAL VOLUMES 763
NORTH-SOUTH CRITICAL VOLUMES 257

THE SUM OF CRITICAL VOLUMES 1020

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.646

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 10/31/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	470	456	165	0
EASTBOUND	223	1173	1047	766
NORTHBOUND	697	1351	0	374
SOUTHBOUND	150	1891	0	130

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	258	N/A	310	310	N/A	N/A
EASTBOUND	223	N/A	586	N/A	524	N/A
NORTHBOUND	383	N/A	450	N/A	0	N/A
SOUTHBOUND	82	N/A	630	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 844
NORTH-SOUTH CRITICAL VOLUMES 1013

THE SUM OF CRITICAL VOLUMES 1857

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.281

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	726	94	114
EASTBOUND	179	1515	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	417	0	190	179

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	363	N/A	94	N/A
EASTBOUND	179	N/A	758	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	229	N/A	N/A	N/A	190	N/A

EAST-WEST CRITICAL VOLUMES 758
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 987

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.623

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

FUTURE (2018) TRAFFIC CONDITIONS

WITH MODIFIED PROJECT PLUS MITIGATION

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	52	796	171	188
EASTBOUND	189	539	109	279
NORTHBOUND	508	1067	35	0
SOUTHBOUND	342	1012	0	373

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	52	N/A	398	N/A	171	N/A
EASTBOUND	189	N/A	270	N/A	109	N/A
NORTHBOUND	279	N/A	551	551	N/A	N/A
SOUTHBOUND	188	N/A	506	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 587
NORTH-SOUTH CRITICAL VOLUMES 785
THE SUM OF CRITICAL VOLUMES 1372

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.928

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1404	1	10	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1526	1506	260
SOUTHBOUND	0	655	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	519	N/A	N/A	N/A	N/A	472
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	758	758	758	N/A
SOUTHBOUND	N/A	N/A	328	328	N/A	N/A

EAST-WEST CRITICAL VOLUMES 519
NORTH-SOUTH CRITICAL VOLUMES 758

THE SUM OF CRITICAL VOLUMES 1277

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.826

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	67	184	148	0
EASTBOUND	188	149	51	114
NORTHBOUND	228	2926	48	0
SOUTHBOUND	61	1767	229	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	67	N/A	166	166	N/A	N/A
EASTBOUND	188	N/A	149	N/A	51	N/A
NORTHBOUND	228	N/A	744	744	N/A	N/A
SOUTHBOUND	61	N/A	665	665	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 893

THE SUM OF CRITICAL VOLUMES 1247

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.805

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	141	0	137	0
NORTHBOUND	194	1156	0	0
SOUTHBOUND	0	674	207	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	141	N/A	N/A	N/A	137	N/A
NORTHBOUND	194	N/A	578	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	440	440	N/A	N/A

EAST-WEST CRITICAL VOLUMES 141
NORTH-SOUTH CRITICAL VOLUMES 634
THE SUM OF CRITICAL VOLUMES 775

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.775

LEVEL OF SERVICE C

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	113	245	279	22
EASTBOUND	601	356	18	0
NORTHBOUND	47	2550	163	0
SOUTHBOUND	44	1047	364	331

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	62	N/A	122	N/A	279	N/A
EASTBOUND	331	N/A	187	187	N/A	N/A
NORTHBOUND	47	N/A	904	904	N/A	N/A
SOUTHBOUND	44	N/A	349	N/A	364	N/A

EAST-WEST CRITICAL VOLUMES 610
NORTH-SOUTH CRITICAL VOLUMES 948
THE SUM OF CRITICAL VOLUMES 1558

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.063

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	374	331	29	0
EASTBOUND	45	184	0	136
NORTHBOUND	165	824	0	151
SOUTHBOUND	24	811	63	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	206	N/A	N/A	360	N/A	N/A
EASTBOUND	45	N/A	184	N/A	0	N/A
NORTHBOUND	165	N/A	275	N/A	0	N/A
SOUTHBOUND	24	N/A	291	291	N/A	N/A

EAST-WEST CRITICAL VOLUMES 405
NORTH-SOUTH CRITICAL VOLUMES 456
THE SUM OF CRITICAL VOLUMES 861

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.556

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	201	427	300	130
EASTBOUND	37	203	0	73
NORTHBOUND	137	2174	147	0
SOUTHBOUND	236	975	21	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	111	N/A	214	N/A	300	N/A
EASTBOUND	37	N/A	102	N/A	0	N/A
NORTHBOUND	137	N/A	774	774	N/A	N/A
SOUTHBOUND	130	N/A	332	332	N/A	N/A

EAST-WEST CRITICAL VOLUMES 337
NORTH-SOUTH CRITICAL VOLUMES 904
THE SUM OF CRITICAL VOLUMES 1241

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.833

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	2398	1304	2	0
EASTBOUND	12	437	0	582
NORTHBOUND	207	6	0	1596
SOUTHBOUND	0	0	1	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	879	N/A	652	N/A	2	N/A
EASTBOUND	12	N/A	146	N/A	0	N/A
NORTHBOUND	106	106	N/A	N/A	0	N/A
SOUTHBOUND	0	N/A	N/A	1	N/A	N/A

EAST-WEST CRITICAL VOLUMES 1024
NORTH-SOUTH CRITICAL VOLUMES 107

THE SUM OF CRITICAL VOLUMES 1131

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.753

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	91	3448	22	0
EASTBOUND	15	1632	307	68
NORTHBOUND	249	14	56	0
SOUTHBOUND	2	0	3	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	50	N/A	1157	1157	N/A	N/A
EASTBOUND	15	N/A	544	N/A	307	N/A
NORTHBOUND	137	N/A	N/A	35	35	N/A
SOUTHBOUND	N/A	2	N/A	N/A	3	N/A

EAST-WEST CRITICAL VOLUMES 1172
NORTH-SOUTH CRITICAL VOLUMES 140

THE SUM OF CRITICAL VOLUMES 1312

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.884

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	372	3509	43	0
EASTBOUND	66	1425	177	24
NORTHBOUND	49	27	0	203
SOUTHBOUND	12	1	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	205	N/A	1184	1184	N/A	N/A
EASTBOUND	36	N/A	475	N/A	177	N/A
NORTHBOUND	49	N/A	27	N/A	0	N/A
SOUTHBOUND	12	N/A	1	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1220
NORTH-SOUTH CRITICAL VOLUMES 50

THE SUM OF CRITICAL VOLUMES 1270

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.821

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	82	3572	91	0
EASTBOUND	4	1323	8	0
NORTHBOUND	32	18	186	0
SOUTHBOUND	121	34	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	1221	1221	N/A	N/A
EASTBOUND	4	N/A	444	444	N/A	N/A
NORTHBOUND	32	N/A	N/A	204	N/A	N/A
SOUTHBOUND	121	N/A	34	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1225
NORTH-SOUTH CRITICAL VOLUMES 325

THE SUM OF CRITICAL VOLUMES 1550

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.088

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	44	2373	0	0
EASTBOUND	0	1593	136	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	34	3	1274	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	44	N/A	791	N/A	N/A	N/A
EASTBOUND	N/A	N/A	346	346	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	34	N/A	N/A	638	638	N/A

EAST-WEST CRITICAL VOLUMES 791
NORTH-SOUTH CRITICAL VOLUMES 638

THE SUM OF CRITICAL VOLUMES 1429

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.003

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2074	43	0
EASTBOUND	421	968	0	0
NORTHBOUND	637	1	127	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	518	N/A	43	N/A
EASTBOUND	232	N/A	323	N/A	N/A	N/A
NORTHBOUND	319	319	N/A	N/A	127	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 750
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1069

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.750

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1189	194	0
EASTBOUND	493	965	0	0
NORTHBOUND	385	312	359	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	396	N/A	194	N/A
EASTBOUND	271	N/A	482	N/A	N/A	N/A
NORTHBOUND	385	N/A	N/A	671	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 667
NORTH-SOUTH CRITICAL VOLUMES 671
THE SUM OF CRITICAL VOLUMES 1338

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.869

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	380	1358	0	0
EASTBOUND	0	1173	322	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	124	0	1183	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	209	N/A	679	N/A	N/A	N/A
EASTBOUND	N/A	N/A	293	N/A	322	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	124	N/A	N/A	592	592	N/A

EAST-WEST CRITICAL VOLUMES 679
NORTH-SOUTH CRITICAL VOLUMES 592

THE SUM OF CRITICAL VOLUMES 1271

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.822

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	550	1895	29	27
EASTBOUND	12	1114	36	0
NORTHBOUND	40	41	0	313
SOUTHBOUND	54	27	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	550	N/A	948	N/A	29	N/A
EASTBOUND	12	N/A	383	383	N/A	N/A
NORTHBOUND	40	N/A	41	N/A	0	N/A
SOUTHBOUND	54	N/A	N/A	50	N/A	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 95

THE SUM OF CRITICAL VOLUMES 1055

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.640

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2144	258	94
EASTBOUND	0	1109	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	187	0	5	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	715	N/A	258	N/A
EASTBOUND	N/A	N/A	277	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	187	N/A	N/A	N/A	5	N/A

EAST-WEST CRITICAL VOLUMES 715
NORTH-SOUTH CRITICAL VOLUMES 187

THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.752

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	25	2522	154	0
EASTBOUND	163	1138	8	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	59	1	35	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	25	N/A	669	669	N/A	N/A
EASTBOUND	163	N/A	286	286	N/A	N/A
NORTHBOUND	0	N/A	N/A	0	N/A	N/A
SOUTHBOUND	59	N/A	N/A	36	N/A	N/A

EAST-WEST CRITICAL VOLUMES 832
NORTH-SOUTH CRITICAL VOLUMES 59

THE SUM OF CRITICAL VOLUMES 891

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.555

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 7/12/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	349	1144	173	0
EASTBOUND	103	404	0	641
NORTHBOUND	1458	1756	0	326
SOUTHBOUND	64	1057	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	192	N/A	658	658	N/A	N/A
EASTBOUND	103	N/A	202	N/A	0	N/A
NORTHBOUND	802	N/A	585	N/A	0	N/A
SOUTHBOUND	35	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 761
NORTH-SOUTH CRITICAL VOLUMES 1154
THE SUM OF CRITICAL VOLUMES 1915

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.323

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1525	553	20
EASTBOUND	226	575	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	74	0	0	136

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	762	N/A	553	N/A
EASTBOUND	226	N/A	288	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	41	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 988
NORTH-SOUTH CRITICAL VOLUMES 41

THE SUM OF CRITICAL VOLUMES 1029

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.652

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, JEFFERSON BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	92	616	424	206
EASTBOUND	203	796	188	223
NORTHBOUND	405	1104	63	0
SOUTHBOUND	375	825	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	2	0	1	1	0	0	4
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	92	N/A	308	N/A	424	N/A
EASTBOUND	203	N/A	398	N/A	188	N/A
NORTHBOUND	223	N/A	584	584	N/A	N/A
SOUTHBOUND	206	N/A	412	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 627
NORTH-SOUTH CRITICAL VOLUMES 790

THE SUM OF CRITICAL VOLUMES 1417

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.961

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, JEFFERSON BLVD. (N.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	1135	10	26	0
EASTBOUND	0	0	0	0
NORTHBOUND	0	1033	1380	214
SOUTHBOUND	0	1091	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	0	0	1	3
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	0	0	2	1	1	0	4
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	429	N/A	N/A	N/A	N/A	390
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	516	N/A	690	N/A
SOUTHBOUND	N/A	N/A	546	546	N/A	N/A

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 690
THE SUM OF CRITICAL VOLUMES 1119

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.715

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, SAWTELLE BLVD. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	112	135	112	0
EASTBOUND	196	221	208	85
NORTHBOUND	170	2304	98	0
SOUTHBOUND	105	1987	144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	112	N/A	124	124	N/A	N/A
EASTBOUND	196	N/A	221	N/A	208	N/A
NORTHBOUND	170	N/A	600	600	N/A	N/A
SOUTHBOUND	105	N/A	710	710	N/A	N/A

EAST-WEST CRITICAL VOLUMES 333
NORTH-SOUTH CRITICAL VOLUMES 880

THE SUM OF CRITICAL VOLUMES 1213

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.781

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, SAWTELLE BLVD. & OVERLAND AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	140	0	222	0
NORTHBOUND	113	1197	0	0
SOUTHBOUND	0	1029	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	1	0	0	0	1	0	2
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	140	N/A	N/A	N/A	222	N/A
NORTHBOUND	113	N/A	598	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	570	570	N/A	N/A

EAST-WEST CRITICAL VOLUMES 222
NORTH-SOUTH CRITICAL VOLUMES 683

THE SUM OF CRITICAL VOLUMES 905

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.905

LEVEL OF SERVICE ..... E

Capacity used = 1000.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, JEFFERSON BLVD. (S.) & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	251	275	138	3
EASTBOUND	800	382	27	0
NORTHBOUND	71	1704	194	0
SOUTHBOUND	122	1791	153	440

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	1	0	3	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	138	N/A	138	N/A	138	N/A
EASTBOUND	440	N/A	204	204	N/A	N/A
NORTHBOUND	71	N/A	633	633	N/A	N/A
SOUTHBOUND	122	N/A	597	N/A	153	N/A

EAST-WEST CRITICAL VOLUMES 578
NORTH-SOUTH CRITICAL VOLUMES 755

THE SUM OF CRITICAL VOLUMES 1333

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.899

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, SLAUSON AVE. & JEFFERSON BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	392	178	29	0
EASTBOUND	76	344	0	186
NORTHBOUND	122	1032	38	216
SOUTHBOUND	40	825	61	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	0	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	3	0	1	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	216	N/A	N/A	207	N/A	N/A
EASTBOUND	76	N/A	344	N/A	0	N/A
NORTHBOUND	122	N/A	344	N/A	38	N/A
SOUTHBOUND	40	N/A	295	295	N/A	N/A

EAST-WEST CRITICAL VOLUMES 560
NORTH-SOUTH CRITICAL VOLUMES 417

THE SUM OF CRITICAL VOLUMES 977

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.641

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, SLAUSON AVE. & SEPULVEDA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	332	394	176	192
EASTBOUND	48	342	5	142
NORTHBOUND	142	1532	173	0
SOUTHBOUND	350	1594	22	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	1	0	5
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	2	1	0	0	4
SOUTHBOUND	2	0	2	1	0	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	183	N/A	197	N/A	176	N/A
EASTBOUND	48	N/A	171	N/A	5	N/A
NORTHBOUND	142	N/A	568	568	N/A	N/A
SOUTHBOUND	192	N/A	539	539	N/A	N/A

EAST-WEST CRITICAL VOLUMES 354
NORTH-SOUTH CRITICAL VOLUMES 760

THE SUM OF CRITICAL VOLUMES 1114

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.740

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:8, SLAUSON AVE. & RTE. 90
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	896	952	0	2
EASTBOUND	4	890	0	644
NORTHBOUND	364	2	1017	658
SOUTHBOUND	2	4	2	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	3	0	2	0	1	0	6
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	1	1	0	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	329	N/A	476	N/A	0	N/A
EASTBOUND	4	N/A	297	N/A	0	N/A
NORTHBOUND	183	183	N/A	N/A	508	N/A
SOUTHBOUND	2	N/A	N/A	6	N/A	N/A

EAST-WEST CRITICAL VOLUMES 626
NORTH-SOUTH CRITICAL VOLUMES 514

THE SUM OF CRITICAL VOLUMES 1140

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.759

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:9, SLAUSON AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	66	1508	10	0
EASTBOUND	11	2505	147	54
NORTHBOUND	196	3	150	36
SOUTHBOUND	28	7	29	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	1	0	3	0	1	0	5
NORTHBOUND	2	0	0	1	1	0	4
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	36	N/A	506	506	N/A	N/A
EASTBOUND	11	N/A	835	N/A	147	N/A
NORTHBOUND	108	N/A	N/A	76	76	N/A
SOUTHBOUND	N/A	32	N/A	32	N/A	N/A

EAST-WEST CRITICAL VOLUMES 870
NORTH-SOUTH CRITICAL VOLUMES 140
THE SUM OF CRITICAL VOLUMES 1010

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.665

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:10, SLAUSON AVE. & BUCKINGHAM PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	235	1632	23	0
EASTBOUND	24	2361	0	100
NORTHBOUND	34	34	475	129
SOUTHBOUND	77	19	0	62

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	1	0	0	1	1	0	3
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	552	552	N/A	N/A
EASTBOUND	13	N/A	787	N/A	0	N/A
NORTHBOUND	34	N/A	N/A	254	254	N/A
SOUTHBOUND	77	N/A	19	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 916
NORTH-SOUTH CRITICAL VOLUMES 331

THE SUM OF CRITICAL VOLUMES 1247

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.805

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	136	1849	108	0
EASTBOUND	6	2816	9	0
NORTHBOUND	16	21	171	0
SOUTHBOUND	92	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	136	N/A	652	652	N/A	N/A
EASTBOUND	6	N/A	942	942	N/A	N/A
NORTHBOUND	16	N/A	N/A	192	N/A	N/A
SOUTHBOUND	92	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1078
NORTH-SOUTH CRITICAL VOLUMES 284
THE SUM OF CRITICAL VOLUMES 1362

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.956

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	170	1180	0	0
EASTBOUND	0	2940	105	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	211	31	778	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	170	N/A	393	N/A	N/A	N/A
EASTBOUND	N/A	N/A	609	609	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	211	N/A	N/A	404	404	N/A

EAST-WEST CRITICAL VOLUMES	779
NORTH-SOUTH CRITICAL VOLUMES	404
THE SUM OF CRITICAL VOLUMES	1183
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.830
LEVEL OF SERVICE	D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1264	83	0
EASTBOUND	744	2446	0	0
NORTHBOUND	108	5	181	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	316	N/A	83	N/A
EASTBOUND	409	N/A	815	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	181	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 815
NORTH-SOUTH CRITICAL VOLUMES 181

THE SUM OF CRITICAL VOLUMES 996

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.699

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:14, JEFFERSON BLVD. & I-405 NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1315	163	0
EASTBOUND	869	1277	0	0
NORTHBOUND	247	8	385	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	1	1	0	4
EASTBOUND	2	0	2	0	0	0	4
NORTHBOUND	1	0	0	0	0	1	2
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	438	N/A	163	N/A
EASTBOUND	478	N/A	638	N/A	N/A	N/A
NORTHBOUND	247	N/A	N/A	393	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 916
NORTH-SOUTH CRITICAL VOLUMES 393
THE SUM OF CRITICAL VOLUMES 1309

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.849

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:15, JEFFERSON BLVD. & I-405 SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	567	997	0	0
EASTBOUND	0	2060	581	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	93	0	67	198

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	0	0	0	4
EASTBOUND	0	0	4	0	1	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	1	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	312	N/A	498	N/A	N/A	N/A
EASTBOUND	N/A	N/A	515	N/A	581	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	53	N/A	N/A	N/A	53	53

EAST-WEST CRITICAL VOLUMES 893
NORTH-SOUTH CRITICAL VOLUMES 53

THE SUM OF CRITICAL VOLUMES 946

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.594

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	189	1002	17	30
EASTBOUND	22	2037	36	0
NORTHBOUND	52	53	342	189
SOUTHBOUND	59	27	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	189	N/A	501	N/A	17	N/A
EASTBOUND	22	N/A	691	691	N/A	N/A
NORTHBOUND	52	N/A	53	N/A	342	N/A
SOUTHBOUND	59	N/A	N/A	44	N/A	N/A

EAST-WEST CRITICAL VOLUMES 880
NORTH-SOUTH CRITICAL VOLUMES 401

THE SUM OF CRITICAL VOLUMES 1281

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.799

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:22, CENTINELA AVE. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1171	127	96
EASTBOUND	0	2876	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	191	0	0	7

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	3	0	1	0	4
EASTBOUND	0	0	4	0	0	0	4
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	390	N/A	127	N/A
EASTBOUND	N/A	N/A	719	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	191	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 719
NORTH-SOUTH CRITICAL VOLUMES 191

THE SUM OF CRITICAL VOLUMES 910

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.758

LEVEL OF SERVICE C

Capacity used = 1200.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:23, CENTINELA AVE. & MAIN PROJECT DWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	8	1238	48	0
EASTBOUND	56	3021	0	0
NORTHBOUND	13	0	3	0
SOUTHBOUND	234	0	86	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	1	0	0	5
EASTBOUND	1	0	3	1	0	0	5
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	0	1	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	8	N/A	322	322	N/A	N/A
EASTBOUND	56	N/A	755	755	N/A	N/A
NORTHBOUND	13	N/A	N/A	3	N/A	N/A
SOUTHBOUND	234	N/A	N/A	86	N/A	N/A

EAST-WEST CRITICAL VOLUMES 763
NORTH-SOUTH CRITICAL VOLUMES 237

THE SUM OF CRITICAL VOLUMES 1000

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.632

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 7/12/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	470	455	165	0
EASTBOUND	219	1168	1038	764
NORTHBOUND	694	1351	0	374
SOUTHBOUND	150	1891	0	130

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	258	N/A	310	310	N/A	N/A
EASTBOUND	219	N/A	584	N/A	519	N/A
NORTHBOUND	382	N/A	450	N/A	0	N/A
SOUTHBOUND	82	N/A	630	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 842
NORTH-SOUTH CRITICAL VOLUMES 1012
THE SUM OF CRITICAL VOLUMES 1854

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.278

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:25, CENTINELA AVE. & BRISTOL PKWY.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	725	94	114
EASTBOUND	177	1511	0	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	417	0	192	177

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	2	0	1	0	3
EASTBOUND	1	0	2	0	0	0	3
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	2	0	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	362	N/A	94	N/A
EASTBOUND	177	N/A	756	N/A	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	229	N/A	N/A	N/A	192	N/A

EAST-WEST CRITICAL VOLUMES 756
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 985

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.621

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	550	1895	29	27
EASTBOUND	12	1114	36	0
NORTHBOUND	40	41	0	313
SOUTHBOUND	54	27	23	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	550	N/A	948	N/A	29	N/A
EASTBOUND	12	N/A	383	383	N/A	N/A
NORTHBOUND	40	N/A	41	N/A	0	N/A
SOUTHBOUND	54	N/A	N/A	50	N/A	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 95

THE SUM OF CRITICAL VOLUMES 1055

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.640

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 7/12/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	349	1144	173	0
EASTBOUND	103	404	0	641
NORTHBOUND	1458	1756	0	326
SOUTHBOUND	64	1057	0	202

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	3	0	3	0	1	0	7
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	192	N/A	658	658	N/A	N/A
EASTBOUND	103	N/A	202	N/A	0	N/A
NORTHBOUND	535	N/A	585	N/A	0	N/A
SOUTHBOUND	35	N/A	352	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	761
NORTH-SOUTH CRITICAL VOLUMES	887
THE SUM OF CRITICAL VOLUMES	1648
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.129
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:16, JEFFERSON BLVD. & MESMER AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	189	1002	17	30
EASTBOUND	22	2037	36	0
NORTHBOUND	52	53	153	378
SOUTHBOUND	59	27	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	2	0	4
SOUTHBOUND	1	0	0	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	189	N/A	501	N/A	17	N/A
EASTBOUND	22	N/A	691	691	N/A	N/A
NORTHBOUND	52	N/A	53	N/A	76	N/A
SOUTHBOUND	59	N/A	N/A	44	N/A	N/A

EAST-WEST CRITICAL VOLUMES 880
NORTH-SOUTH CRITICAL VOLUMES 135
THE SUM OF CRITICAL VOLUMES 1015

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.612

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:24, CENTINELA AVE. & SEPULVEDA BLVD.
DATE: 7/12/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: FUTURE (2018) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	470	455	165	0
EASTBOUND	219	1168	1294	508
NORTHBOUND	694	1351	0	374
SOUTHBOUND	150	1891	0	130

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	2	0	2	0	5
NORTHBOUND	3	0	3	0	1	0	7
SOUTHBOUND	2	0	3	0	1	0	6

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	258	N/A	310	310	N/A	N/A
EASTBOUND	219	N/A	584	N/A	647	N/A
NORTHBOUND	254	N/A	450	N/A	0	N/A
SOUTHBOUND	82	N/A	630	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES	905
NORTH-SOUTH CRITICAL VOLUMES	884
THE SUM OF CRITICAL VOLUMES	1789
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	1.231
LEVEL OF SERVICE	F

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* Includes CMA value decreased due to ATSAC Implementation.

CALCULATION SUMMARY SHEETS FOR

CITY OF LOS ANGELES INTERSECTIONS

(APPROVED PROJECT)

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	568	2	199	8	576	202	68	647	2	226	8	655	2	229				
	Left-Through		1							1				1					
	Through	694	0	**712**	1	695	**713**	19	727	0	**748**	1	728	0	**749**				
	Through-Right		1							1				1					
	Right	18	0	18	0	18	18	3	21	0	21	0	21	0	21				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	163	1	163	0	163	163	1	167	1	167	0	167	1	167				
	Left-Through		0							0				0					
	Through	313	1	**254**	0	313	**254**	56	375	1	**304**	0	375	1	**304**				
	Through-Right		1							1				1					
	Right	195	0	195	0	195	195	34	233	0	233	0	233	0	233				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	86	1	**86**	0	86	**86**	6	94	1	**94**	0	94	1	**94**				
	Left-Through		0							0				0					
	Through	779	3	260	0	779	260	211	1006	3	335	0	1006	3	335				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	34	1	34	0	34	34	1	36	1	36	0	36	1	36				
	Left-Through		0							0				0					
	Through	999	2	**371**	0	999	**371**	701	1720	2	**613**	0	1720	2	**613**				
	Through-Right		1							1				1					
	Right	114	0	114	0	114	114	4	120	0	120	0	120	0	120				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES			*North-South:*	966		*North-South:*	967		*North-South:*		1052		*North-South:*		1053		*North-South:*		
			East-West:	457		*East-West:*	457		*East-West:*		707		*East-West:*		707		*East-West:*		
			SUM:	1423		*SUM:*	1424		*SUM:*		1759		*SUM:*		1760		*SUM:*		
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.999				1.234				1.235				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.899**			**0.899**				**1.134**				**1.135**				
LEVEL OF SERVICE (LOS):				D			D				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	459	2	161	50	509	178	101	569	2	199	50	619	2	217				
	Left-Through		1							1				1					
	Through	324	0	**350**	8	332	**358**	57	388	0	**422**	8	396	0	**430**				
	Through-Right		1							1				1					
	Right	26	0	26	0	26	26	7	34	0	34	0	34	0	34				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	196	1	196	0	196	196	2	202	1	202	0	202	1	202				
	Left-Through		0							0				0					
	Through	841	1	**465**	0	841	**465**	22	880	1	**505**	0	880	1	**505**				
	Through-Right		1							1				1					
	Right	88	0	88	0	88	88	39	129	0	129	0	129	0	129				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	88	1	**88**	0	88	**88**	30	120	1	120	0	120	1	120				
	Left-Through		0							0				0					
	Through	1028	3	343	0	1028	343	683	1732	3	**577**	0	1732	3	**577**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	19	1	19	0	19	19	2	21	1	**21**	0	21	1	**21**				
	Left-Through		0							0				0					
	Through	710	2	**286**	0	710	**286**	243	967	2	374	0	967	2	374				
	Through-Right		1							1				1					
	Right	147	0	147	0	147	147	5	155	0	155	0	155	0	155				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		815	*North-South:*		823	*North-South:*			927	*North-South:*			935	*North-South:*			
		East-West:		374	*East-West:*		374	*East-West:*			598	*East-West:*			598	*East-West:*			
		SUM:		1189	*SUM:*		1197	*SUM:*			1525	*SUM:*			1533	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.840				1.070				1.076				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.734			0.740				0.970				0.976				
LEVEL OF SERVICE (LOS):				C			C				E				E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB-- 1	SB--		3
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	2	**26**	0	48	**26**	28	77	2	**42**	0	77	2	**42**				
	Left-Through		0							0				0					
	Through	74	3	25	0	74	25	78	153	3	51	0	153	3	51				
	Through-Right		0							0				0					
	Right	49	1	0	0	49	0	54	104	1	0	0	104	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	348	2	191	36	384	211	83	438	2	241	36	474	2	261				
	Left-Through		0							0				0					
	Through	372	2	186	0	372	186	284	663	2	332	0	663	2	332				
	Through-Right		0							0				0					
	Right	882	1	**584**	0	882	**584**	151	1051	1	**680**	0	1051	1	**680**				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	542	2	**298**	0	542	**298**	121	674	2	**371**	0	674	2	**371**				
	Left-Through		0							0				0					
	Through	1008	3	336	32	1040	347	178	1206	3	402	32	1238	3	413				
	Through-Right		0							0				0					
	Right	187	1	161	0	187	161	152	343	1	301	0	343	1	301				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	157	2	86	0	157	86	122	282	2	155	0	282	2	155				
	Left-Through		0							0				0					
	Through	1252	3	**417**	4	1256	**419**	391	1668	3	**556**	4	1672	3	**557**				
	Through-Right		0							0				0					
	Right	284	1	93	4	288	77	21	311	1	70	4	315	1	54				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		610	*North-South:*		610	*North-South:*			722	*North-South:*			722	*North-South:*			
		East-West:		715	*East-West:*		717	*East-West:*			927	*East-West:*			928	*East-West:*			
		SUM:		1325	*SUM:*		1327	*SUM:*			1649	*SUM:*			1650	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.965				1.199				1.200				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.864**			**0.865**				**1.099**				**1.100**				
LEVEL OF SERVICE (LOS):				D			D				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB-- 1	SB--		3
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	**90**	0	163	**90**	199	365	2	**201**	0	365	2	**201**				
	Left-Through		0							0				0					
	Through	332	3	111	0	332	111	284	623	3	208	0	623	3	208				
	Through-Right		0							0				0					
	Right	181	1	0	0	181	0	116	301	1	0	0	301	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	697	2	383	6	703	387	38	749	2	412	6	755	2	415				
	Left-Through		0							0				0					
	Through	63	2	32	0	63	32	83	147	2	74	0	147	2	74				
	Through-Right		0							0				0					
	Right	685	1	**462**	0	685	**462**	80	779	1	**457**	0	779	1	**457**				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	405	2	**223**	0	405	**223**	172	585	2	**322**	0	585	2	**322**				
	Left-Through		0							0				0					
	Through	1298	3	433	6	1304	435	478	1802	3	601	6	1808	3	603				
	Through-Right		0							0				0					
	Right	58	1	0	0	58	0	41	100	1	0	0	100	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	32	2	18	0	32	18	51	84	2	46	0	84	2	46				
	Left-Through		0							0				0					
	Through	981	3	**327**	27	1008	**336**	241	1242	3	**414**	27	1269	3	**423**				
	Through-Right		0							0				0					
	Right	288	1	0	23	311	0	41	335	1	0	23	358	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		552	*North-South:*		552	*North-South:*			658	*North-South:*			658	*North-South:*			
		East-West:		550	*East-West:*		559	*East-West:*			736	*East-West:*			745	*East-West:*			
		SUM:		1102	*SUM:*		1111	*SUM:*			1394	*SUM:*			1403	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.808				1.014				1.020				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.708**				**0.914**				**0.920**				
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	732	3	244	4	736	245	137	884	3	295	4	888	3	296				
	Through-Right		0							0				0					
	Right	288	1	288	0	288	288	89	383	1	383	0	383	1	383				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	461	2	254	0	461	254	47	517	2	284	0	517	2	284				
	Left-Through		0							0				0					
	Through	1439	2	**720**	23	1462	**731**	431	1899	2	**950**	23	1922	2	**961**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30				
	Left-Through		0							0				0					
	Through	1	0	30	0	1	30	0	1	0	31	0	1	0	31				
	Through-Right		0							0				0					
	Right	236	1	**236**	14	250	**250**	90	331	1	**331**	14	345	1	**345**				
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		720	*North-South:*		731	*North-South:*			950	*North-South:*			961	*North-South:*			
		East-West:		236	*East-West:*		250	*East-West:*			331	*East-West:*			345	*East-West:*			
		SUM:		956	*SUM:*		981	*SUM:*			1281	*SUM:*			1306	*SUM:*			
	VOLUME/CAPACITY *(V/C)* RATIO:			0.671			0.688				0.899				0.916				
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571			0.588				0.799				0.816				
	LEVEL OF SERVICE (LOS):			A			A				C				D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	∆*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	903	3	301	23	926	309	340	1261	3	420	23	1284	3	428				
	Through-Right		0							0				0					
	Right	229	1	229	0	229	229	201	435	1	**435**	0	435	1	**435**				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	610	2	336	0	610	336	15	637	2	**350**	0	637	2	**350**				
	Left-Through		0							0				0					
	Through	1314	2	**657**	4	1318	**659**	173	1513	2	757	4	1517	2	759				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33				
	Left-Through		0							0				0					
	Through	0	0	32	0	0	32	0	0	0	33	0	0	0	33				
	Through-Right		0							0				0					
	Right	213	1	**213**	2	215	**215**	23	240	1	**240**	2	242	1	**242**				
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		657	North-South:		659	North-South:			785	North-South:			785	North-South:			
		East-West:		213	East-West:		215	East-West:			240	East-West:			242	East-West:			
		SUM:		870	SUM:		874	SUM:			1025	SUM:			1027	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.611			0.613				0.719				0.721				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.513				0.619				0.621				
LEVEL OF SERVICE (LOS):				A			A				B				B				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — $\Delta v/c$ after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB--	SB--		0
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB--	WB--		2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**				
	Left-Through		0							0				0					
	Through	636	2	318	2	638	319	120	769	2	385	2	771	2	386				
	Through-Right		0							0				0					
	Right	96	1	0	2	98	0	14	112	1	0	2	114	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	1388	2	**467**	23	1411	**475**	270	1686	2	**567**	23	1709	2	**574**				
	Through-Right		1							1				1					
	Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14				
	Left-Through		0							0				0					
	Through	0	0	**54**	0	0	**54**	0	0	0	**55**	0	0	0	**55**				
	Through-Right		0							0				0					
	Right	40	0	0	0	40	0	0	41	0	0	0	41	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	502	1	**361**	0	502	**361**	206	718	1	**441**	0	718	1	**441**				
	Left-Through		0							0				0					
	Through	8	0	361	0	8	361	0	8	0	441	0	8	0	441				
	Through-Right		0							0				0					
	Right	573	1	0	0	573	0	12	597	1	0	0	597	1	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
	CRITICAL VOLUMES	North-South:		478	North-South:		486	North-South:			578	North-South:			585	North-South:			
		East-West:		415	East-West:		415	East-West:			496	East-West:			496	East-West:			
		SUM:		893	SUM:		901	SUM:			1074	SUM:			1081	SUM:			
	VOLUME/CAPACITY (V/C) RATIO:			0.627			0.632				0.754				0.759				
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.527**			**0.532**				**0.654**				**0.659**				
	LEVEL OF SERVICE (LOS):			A			A				B				B				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**				
	Left-Through		0							0				0					
	Through	778	2	389	12	790	395	253	1047	2	524	12	1059	2	530				
	Through-Right		0							0				0					
	Right	154	1	0	12	166	0	85	242	1	0	12	254	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	1698	2	**574**	4	1702	**575**	107	1839	2	**621**	4	1843	2	**622**				
	Through-Right		1							1				1					
	Right	24	0	24	0	24	24	0	24	0	24	0	24	0	24				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12				
	Left-Through		0							0				0					
	Through	0	0	**39**	0	0	**39**	0	0	0	**40**	0	0	0	**40**				
	Through-Right		0							0				0					
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	233	1	233	0	233	233	80	318	1	**283**	0	318	1	**283**				
	Left-Through		0							0				0					
	Through	14	0	**243**	0	14	**243**	0	14	0	283	0	14	0	283				
	Through-Right		0							0				0					
	Right	471	1	0	0	471	0	37	517	1	0	0	517	1	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
	CRITICAL VOLUMES	North-South:		583	North-South:		584	North-South:			630	North-South:			631	North-South:			
		East-West:		282	East-West:		282	East-West:			323	East-West:			323	East-West:			
		SUM:		865	SUM:		866	SUM:			953	SUM:			954	SUM:			
	VOLUME/CAPACITY (V/C) RATIO:			0.607			0.608				0.669				0.669				
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.507			0.508				0.569				0.569				
	LEVEL OF SERVICE (LOS):			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3	NB--	SB--		3	NB--	SB--		3	NB--	SB--		3
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	WB--		3	EB--	WB--		3	EB--	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	26	4	31	1	31	0	31	1	31				
	Left-Through		0							0				0					
	Through	2571	4	**643**	0	2571	**643**	22	2645	4	**661**	0	2645	4	**661**				
	Through-Right		0							0				0					
	Right	396	1	229	9	405	238	155	559	1	347	9	568	1	356				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	524	2	**288**	9	533	**293**	219	754	2	**415**	9	763	2	**420**				
	Left-Through		0							0				0					
	Through	1161	3	349	0	1161	349	69	1253	3	374	0	1253	3	374				
	Through-Right		1							1				1					
	Right	236	0	236	0	236	236	0	241	0	241	0	241	0	241				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	199	1	**199**	0	199	**199**	0	203	1	203	0	203	1	203				
	Left-Through		0							0				0					
	Through	325	2	134	9	334	137	166	498	2	**194**	9	507	2	**197**				
	Through-Right		1							1				1					
	Right	78	0	78	0	78	78	4	84	0	84	0	84	0	84				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	303	2	167	1	304	167	76	385	2	**212**	1	386	2	**212**				
	Left-Through		0							0				0					
	Through	142	2	71	1	143	72	63	208	2	104	1	209	2	105				
	Through-Right		0							0				0					
	Right	781	2	**142**	1	782	**137**	75	872	2	65	1	873	2	60				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		931	*North-South:*		936	*North-South:*			1076	*North-South:*			1081	*North-South:*			
		East-West:		341	*East-West:*		336	*East-West:*			406	*East-West:*			409	*East-West:*			
		SUM:		1272	*SUM:*		1272	*SUM:*			1482	*SUM:*			1490	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.925				1.078				1.084				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.825**				**0.978**				**0.984**				
LEVEL OF SERVICE (LOS):				D			D				E				E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		3	NB-- 3 SB--		3	NB-- 3 SB--		3		NB-- 3 SB--		3		NB-- 3 SB--			3
	EB-- 0 WB--		3	EB-- 0 WB--		3	EB-- 0 WB--		3		EB-- 0 WB--		3		EB-- 0 WB--			3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0
NORTHBOUND																		
Left	27	1	**27**	0	27	**27**	8	36	1	**36**	0	36	1	**36**				
Left-Through		0							0				0					
Through	1596	4	399	0	1596	399	73	1701	4	425	0	1701	4	425				
Through-Right		0							0				0					
Right	298	1	0	2	300	0	73	377	1	0	2	379	1	0				
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	486	2	147	2	488	147	101	597	2	180	2	599	2	181				
Left-Through		0							0				0					
Through	1989	3	**663**	0	1989	**663**	30	2059	3	**686**	0	2059	3	**686**				
Through-Right		1							1				1					
Right	685	0	615	0	685	615	0	699	0	628	0	699	0	628				
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	70	1	70	0	70	70	0	71	1	71	0	71	1	71				
Left-Through		0							0				0					
Through	170	2	**85**	2	172	**85**	75	248	2	**113**	2	250	2	**113**				
Through-Right		1							1				1					
Right	84	0	84	0	84	84	4	90	0	90	0	90	0	90				
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	563	2	**310**	8	571	**314**	185	759	2	**417**	8	767	2	**422**				
Left-Through		0							0				0					
Through	435	2	218	8	443	222	191	635	2	318	8	643	2	322				
Through-Right		0							0				0					
Right	769	2	276	8	777	280	240	1024	2	383	8	1032	2	387				
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		690	*North-South:*		690	*North-South:*			722	*North-South:*			722	*North-South:*			
	East-West:		395	*East-West:*		399	*East-West:*			530	*East-West:*			535	*East-West:*			
	SUM:		1085	*SUM:*		1089	*SUM:*			1252	*SUM:*			1257	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:			0.789			0.792				0.911				0.914				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.689			0.692				0.811				0.814				
LEVEL OF SERVICE (LOS):			B			B				D				D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	62	**62**	0	63	1	**63**	0	63	1	**63**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	59	1	51	0	59	51	0	60	1	52	0	60	1	52				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	311	1	**290**	0	311	**290**	1	318	1	**296**	0	318	1	**296**				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	42	1	**42**	0	42	**42**	1	44	1	**44**	0	44	1	**44**				
	Left-Through		0							0				0					
	Through	553	1	283	6	559	286	103	667	1	340	6	673	1	343				
	Through-Right		1							1				1					
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	17	1	17	0	17	17	0	17	1	17	0	17	1	17				
	Left-Through		0							0				0					
	Through	2146	1	**1081**	45	2191	**1104**	238	2427	1	**1222**	45	2472	1	**1244**				
	Through-Right		1							1				1					
	Right	16	0	16	0	16	16	0	16	0	16	0	16	0	16				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		352	*North-South:*		352	*North-South:*			359	*North-South:*			359	*North-South:*			
		East-West:		1123	*East-West:*		1146	*East-West:*			1266	*East-West:*			1288	*East-West:*			
		SUM:		1475	*SUM:*		1498	*SUM:*			1625	*SUM:*			1647	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.999				1.083				1.098				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.999				1.083				1.098				
LEVEL OF SERVICE (LOS):				E			E				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.015 — Δ*v/c* after mitigation: 0.014

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	31	1	13	0	31	13	0	32	1	13	0	32	1	13				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	85	1	0	0	85	0	1	88	1	0	0	88	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	493	1	493	0	493	493	1	504	1	504	0	504	1	504				
	Left-Through		0							0				0					
	Through	1569	1	813	38	1607	832	252	1853	1	955	38	1891	1	974				
	Through-Right		1							1				1					
	Right	56	0	56	0	56	56	0	57	0	57	0	57	0	57				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	37	1	37	0	37	37	0	38	1	38	0	38	1	38				
	Left-Through		0							0				0					
	Through	672	1	357	8	680	361	126	812	1	428	8	820	1	432				
	Through-Right		1							1				1					
	Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		35	North-South:		35	North-South:			35	North-South:			35	North-South:			
		East-West:		850	East-West:		869	East-West:			993	East-West:			1012	East-West:			
		SUM:		885	SUM:		904	SUM:			1028	SUM:			1047	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.590			0.603				0.685				0.698				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.603				0.685				0.698				
LEVEL OF SERVICE (LOS):				A			B				B				B				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — $\Delta v/c$ after mitigation: 0.012

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	0	**433**	0	433	**433**	4	446	0	**446**	0	446	0	**446**				
	Left-Through		0							0				0					
	Through	65	0	540	0	65	540	0	66	0	555	0	66	0	555				
	Through-Right		0							0				0					
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34				
	Left-Through		0							0				0					
	Through	107	0	**253**	0	107	**253**	0	109	0	**258**	0	109	0	**258**				
	Through-Right		0							0				0					
	Right	113	0	0	0	113	0	0	115	0	0	0	115	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	31	1	**31**	0	31	**31**	0	32	1	**32**	0	32	1	**32**				
	Left-Through		0							0				0					
	Through	505	1	328	6	511	331	98	613	1	387	6	619	1	390				
	Through-Right		1							1				1					
	Right	151	0	151	0	151	151	6	160	0	160	0	160	0	160				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15				
	Left-Through		0							0				0					
	Through	1615	1	**830**	45	1660	**853**	234	1881	1	**964**	45	1926	1	**986**				
	Through-Right		1							1				1					
	Right	45	0	45	0	45	45	0	46	0	46	0	46	0	46				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		686	*North-South:*		686	*North-South:*			704	*North-South:*			704	*North-South:*			
		East-West:		861	*East-West:*		884	*East-West:*			996	*East-West:*			1018	*East-West:*			
		SUM:		1547	*SUM:*		1570	*SUM:*			1700	*SUM:*			1722	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.047				1.133				1.148				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.947				1.033				1.048				
LEVEL OF SERVICE (LOS):				E			E				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	∆*v/c* after mitigation:	0.014
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	0	136	0	136	136	6	145	0	145	0	145	0	145				
	Left-Through		0							0				0					
	Through	206	0	397	0	206	397	0	210	0	411	0	210	0	411				
	Through-Right		0							0				0					
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34				
	Left-Through		0							0				0					
	Through	122	0	197	0	122	197	0	124	0	201	0	124	0	201				
	Through-Right		0							0				0					
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0				
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	178	1	178	0	178	178	0	182	1	182	0	182	1	182				
	Left-Through		0							0				0					
	Through	983	1	695	38	1021	714	246	1249	1	835	38	1287	1	854				
	Through-Right		1							1				1					
	Right	407	0	407	0	407	407	5	420	0	420	0	420	0	420				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56				
	Left-Through		0							0				0					
	Through	565	1	307	8	573	311	120	696	1	373	8	704	1	377				
	Through-Right		1							1				1					
	Right	49	0	49	0	49	49	0	50	0	50	0	50	0	50				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		430	North-South:		430	North-South:			445	North-South:			445	North-South:			
		East-West:		750	East-West:		769	East-West:			891	East-West:			910	East-West:			
		SUM:		1180	SUM:		1199	SUM:			1336	SUM:			1355	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.799				0.891				0.903				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687			0.699				0.791				0.803				
LEVEL OF SERVICE (LOS):				B			B				C				D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		3	NB-- 0	SB--		3	NB-- 0	SB--		3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	258	2	**142**	0	258	**142**	12	275	2	**151**	0	275	2	**151**				
	Left-Through		0							0				0					
	Through	861	2	326	0	861	326	23	901	2	343	0	901	2	343				
	Through-Right		1							1				1					
	Right	118	0	118	0	118	118	9	129	0	129	0	129	0	129				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	38	1	38	0	38	38	0	39	1	39	0	39	1	39				
	Left-Through		0							0				0					
	Through	822	2	**374**	0	822	**374**	23	862	2	**431**	0	862	2	**431**				
	Through-Right		1							0				0					
	Right	301	0	301	0	301	301	12	319	1	225	0	319	1	225				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	151	1	**151**	0	151	**151**	17	171	2	**94**	0	171	2	**94**				
	Left-Through		0							0				0					
	Through	434	2	156	6	440	158	75	518	2	187	6	524	2	189				
	Through-Right		1							1				1					
	Right	35	0	35	0	35	35	6	42	0	42	0	42	0	42				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	161	1	161	0	161	161	8	172	2	95	0	172	2	95				
	Left-Through		0							0				0					
	Through	1285	2	**432**	45	1330	**447**	208	1519	2	**510**	45	1564	2	**525**				
	Through-Right		1							1				1					
	Right	10	0	10	0	10	10	0	10	0	10	0	10	0	10				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		516	North-South:		516	North-South:			582	North-South:			582	North-South:			
		East-West:		583	East-West:		598	East-West:			604	East-West:			619	East-West:			
		SUM:		1099	SUM:		1114	SUM:			1186	SUM:			1201	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.810				0.863				0.873				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.699**			**0.710**				**0.763**				**0.773**				
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	2	76	0	139	76	12	154	2	85	0	154	2	85				
	Left-Through		0							0				0					
	Through	1104	2	**450**	0	1104	**450**	23	1149	2	**469**	0	1149	2	**469**				
	Through-Right		1							1				1					
	Right	247	0	247	0	247	247	5	257	0	257	0	257	0	257				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	177	1	**177**	0	177	1	**177**				
	Left-Through		0							0				0					
	Through	876	2	326	0	876	326	22	916	2	458	0	916	2	458				
	Through-Right		1							0				0					
	Right	102	0	102	0	102	102	18	122	1	7	0	122	1	7				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	190	1	190	0	190	190	15	209	2	115	0	209	2	115				
	Left-Through		0							0				0					
	Through	898	2	**312**	38	936	**325**	217	1133	2	**395**	38	1171	2	**408**				
	Through-Right		1							1				1					
	Right	38	0	38	0	38	38	14	53	0	53	0	53	0	53				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	143	1	**143**	0	143	**143**	7	153	2	**84**	0	153	2	**84**				
	Left-Through		0							0				0					
	Through	650	2	221	8	658	223	91	754	2	255	8	762	2	258				
	Through-Right		1							1				1					
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		624	North-South:		624	North-South:			646	North-South:			646	North-South:			
		East-West:		455	East-West:		468	East-West:			479	East-West:			492	East-West:			
		SUM:		1079	SUM:		1092	SUM:			1125	SUM:			1138	SUM:			
VOLUME/CAPACITY (V/C) RATIO:				0.785			0.794				0.818				0.828				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.694**				**0.718**				**0.728**				
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	433	**238**	11	453	2	**249**	0	453	2	**249**				
	Left-Through		0							0				0					
	Through	1572	2	531	0	1572	531	19	1623	2	548	0	1623	2	548				
	Through-Right		1							1				1					
	Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	86	1	86	0	86	86	8	96	1	96	0	96	1	96				
	Left-Through		0							0				0					
	Through	1986	2	**666**	0	1986	**666**	3	2029	2	**681**	0	2029	2	**681**				
	Through-Right		1							1				1					
	Right	12	0	12	0	12	12	1	13	0	13	0	13	0	13				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	352	2	156	6	358	158	77	436	2	186	6	442	2	188				
	Through-Right		1							1				1					
	Right	115	0	115	0	115	115	5	122	0	122	0	122	0	122				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	236	1	236	0	236	236	0	241	1	241	0	241	1	241				
	Left-Through		0							0				0					
	Through	1147	2	**574**	45	1192	**596**	206	1376	2	**688**	45	1421	2	**711**				
	Through-Right		0							0				0					
	Right	270	1	227	0	270	227	6	281	1	233	0	281	1	233				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		904	*North-South:*		904	*North-South:*			930	*North-South:*			930	*North-South:*			
		East-West:		574	*East-West:*		596	*East-West:*			688	*East-West:*			711	*East-West:*			
		SUM:		1478	*SUM:*		1500	*SUM:*			1618	*SUM:*			1641	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				1.075			1.091				1.177				1.193				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.991				1.077				1.093				
LEVEL OF SERVICE (LOS):				E			E				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	∆*v/c* after mitigation:	0.015
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	138	2	**76**	0	138	**76**	9	150	2	**83**	0	150	2	**83**				
Left-Through		0							0				0					
Through	1311	2	469	0	1311	469	4	1341	2	479	0	1341	2	479				
Through-Right		1							1				1					
Right	95	0	95	0	95	95	0	97	0	97	0	97	0	97				
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	200	1	200	0	200	200	8	212	1	212	0	212	1	212				
Left-Through		0							0				0					
Through	1903	2	**640**	0	1903	**640**	17	1958	2	**658**	0	1958	2	**658**				
Through-Right		1							1				1					
Right	17	0	17	0	17	17	0	17	0	17	0	17	0	17				
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Left-Through		0							0				0					
Through	1184	2	**447**	38	1222	**459**	210	1418	2	**529**	38	1456	2	**542**				
Through-Right		1							1				1					
Right	156	0	156	0	156	156	11	170	0	170	0	170	0	170				
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	108	1	**108**	0	108	**108**	0	110	1	**110**	0	110	1	**110**				
Left-Through		0							0				0					
Through	677	2	339	8	685	343	88	779	2	390	8	787	2	394				
Through-Right		0							0				0					
Right	150	1	50	0	150	50	9	162	1	56	0	162	1	56				
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		716	*North-South:*		716	*North-South:*			741	*North-South:*			741	*North-South:*			
	East-West:		555	*East-West:*		567	*East-West:*			639	*East-West:*			652	*East-West:*			
	SUM:		1271	*SUM:*		1283	*SUM:*			1380	*SUM:*			1393	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:			0.924			0.933				1.004				1.013				
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.824**			**0.833**				**0.904**				**0.913**				
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--		3	NB-- 0	SB--		3	NB-- 0	SB--		3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	1071	2	**428**	0	1071	**420**	142	1235	2	**441**	0	1235	2	**433**				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	293	2	161	15	308	169	133	432	2	**238**	15	447	2	**246**				
	Left-Through		0							0				0					
	Through	661	2	**331**	0	661	**331**	74	748	2	374	0	748	2	374				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	180	2	90	113	293	147	284	468	2	**234**	113	581	2	**291**				
	Through-Right		0							0				0					
	Right	28	2	0	0	28	0	0	29	2	0	0	29	2	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		428	*North-South:*		420	*North-South:*			441	*North-South:*			433	*North-South:*			
		East-West:		331	*East-West:*		331	*East-West:*			472	*East-West:*			537	*East-West:*			
		SUM:		759	*SUM:*		751	*SUM:*			913	*SUM:*			970	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.527				0.641				0.681				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.427**				**0.541**				**0.581**				
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.040	$\Delta v/c$ after mitigation:	0.035
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--		3	NB-- 0	SB--		3	NB-- 0	SB--		3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	19	1	19	0	19	**19**	0	19	1	**19**	0	19	1	**19**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	663	2	**66**	0	663	13	111	787	2	0	0	787	2	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	544	2	**299**	96	640	**352**	502	1057	2	**581**	96	1153	2	**634**				
	Left-Through		0							0				0					
	Through	713	2	357	0	713	357	203	930	2	465	0	930	2	465				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	182	2	**91**	20	202	**101**	117	303	2	**152**	20	323	2	**162**				
	Through-Right		0							0				0					
	Right	105	2	49	0	105	49	0	107	2	50	0	107	2	50				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		66	*North-South:*		19	*North-South:*			19	*North-South:*			19	*North-South:*			
		East-West:		390	*East-West:*		453	*East-West:*			733	*East-West:*			796	*East-West:*			
		SUM:		456	*SUM:*		472	*SUM:*			752	*SUM:*			815	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.320			0.331				0.528				0.572				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.220			0.231				0.428				0.472				
LEVEL OF SERVICE (LOS):				A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.044	∆*v/c* after mitigation:	0.040
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	2800	3	**933**	45	2845	**948**	253	3109	3	**1036**	45	3154	3	**1051**				
	Through-Right		0							0				0					
	Right	825	1	0	0	825	0	101	943	1	0	0	943	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	181	2	**100**	15	196	**108**	88	273	2	**150**	15	288	2	**158**				
	Left-Through		0							0				0					
	Through	1069	3	356	6	1075	358	141	1231	3	410	6	1237	3	412				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	758	3	**265**	0	758	**265**	56	829	3	**290**	0	829	3	**290**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	142	1	42	113	255	147	188	333	1	183	113	446	1	288				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		1033	*North-South:*		1056	*North-South:*			1186	*North-South:*			1209	*North-South:*			
		East-West:		265	*East-West:*		265	*East-West:*			290	*East-West:*			290	*East-West:*			
		SUM:		1298	*SUM:*		1321	*SUM:*			1476	*SUM:*			1499	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.927				1.036				1.052				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.811			0.827				0.936				0.952				
LEVEL OF SERVICE (LOS):				D			D				E				E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.015
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	1490	3	497	8	1498	499	209	1729	3	**576**	8	1737	3	**579**				
	Through-Right		0							0				0					
	Right	616	1	0	0	616	0	72	700	1	0	0	700	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	569	2	313	96	665	366	363	943	2	**519**	96	1039	2	**571**				
	Left-Through		0							0				0					
	Through	2627	3	**876**	38	2665	**888**	328	3008	3	1003	38	3046	3	1015				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0					
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**				
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	643	3	**225**	0	643	**225**	150	806	3	**282**	0	806	3	**282**				
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0					
	Right	93	1	0	20	113	0	68	163	1	0	20	183	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		876	*North-South:*		888	*North-South:*			1095	*North-South:*			1150	*North-South:*			
		East-West:		225	*East-West:*		225	*East-West:*			282	*East-West:*			282	*East-West:*			
		SUM:		1101	*SUM:*		1113	*SUM:*			1377	*SUM:*			1432	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.781				0.966				1.005				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.681				0.866				0.905				
LEVEL OF SERVICE (LOS):				B			B				D				E				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	∆*v/c* after mitigation:	0.035
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	3	27	1	27	0	27	1	27				
	Left-Through		0							0				0					
	Through	2400	2	**801**	45	2445	**816**	316	2764	2	**923**	45	2809	2	**938**				
	Through-Right		1							1				1					
	Right	4	0	4	0	4	4	1	5	0	5	0	5	0	5				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	37	1	**37**	0	37	**37**	5	43	1	**43**	0	43	1	**43**				
	Left-Through		0							0				0					
	Through	1460	3	487	6	1466	489	177	1666	3	555	6	1672	3	557				
	Through-Right		0							0				0					
	Right	240	1	41	0	240	41	16	261	1	53	0	261	1	53				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	724	2	**398**	0	724	**398**	19	758	2	**417**	0	758	2	**417**				
	Left-Through		0							0				0					
	Through	34	1	34	0	34	34	0	35	1	35	0	35	1	35				
	Through-Right		0							0				0					
	Right	45	1	33	0	45	33	3	49	1	36	0	49	1	36				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	20	1	20	0	20	20	2	22	1	22	0	22	1	22				
	Left-Through		0							0				0					
	Through	55	1	55	0	55	55	1	57	1	57	0	57	1	57				
	Through-Right		0							0				0					
	Right	407	1	**389**	0	407	**389**	8	423	1	**402**	0	423	1	**402**				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		838	*North-South:*		853	*North-South:*			966	*North-South:*			981	*North-South:*			
		East-West:		787	*East-West:*		787	*East-West:*			819	*East-West:*			819	*East-West:*			
		SUM:		1625	*SUM:*		1640	*SUM:*			1785	*SUM:*			1800	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				1.140			1.151				1.253				1.263				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.040**			**1.051**				**1.153**				**1.163**				
LEVEL OF SERVICE (LOS):				**F**			**F**				**F**				**F**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	2	59	1	**59**	0	59	1	**59**				
	Left-Through		0							0				0					
	Through	1665	2	569	8	1673	571	254	1952	2	665	8	1960	2	668				
	Through-Right		1							1				1					
	Right	41	0	41	0	41	41	1	43	0	43	0	43	0	43				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	178	1	178	0	178	178	19	201	1	201	0	201	1	201				
	Left-Through		0							0				0					
	Through	2573	3	**858**	38	2611	**870**	421	3046	3	**1015**	38	3084	3	**1028**				
	Through-Right		0							0				0					
	Right	367	1	310	0	367	310	28	402	1	339	0	402	1	339				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	208	2	**114**	0	208	**114**	18	230	2	**127**	0	230	2	**127**				
	Left-Through		0							0				0					
	Through	64	1	64	0	64	64	1	66	1	66	0	66	1	66				
	Through-Right		0							0				0					
	Right	67	1	39	0	67	39	2	70	1	41	0	70	1	41				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	28	1	28	0	28	28	1	30	1	30	0	30	1	30				
	Left-Through		0							0				0					
	Through	41	1	**41**	0	41	**41**	1	43	1	**43**	0	43	1	**43**				
	Through-Right		0							0				0					
	Right	64	1	0	0	64	0	6	71	1	0	0	71	1	0				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		914	*North-South:*		926	*North-South:*			1074	*North-South:*			1087	*North-South:*			
		East-West:		155	*East-West:*		155	*East-West:*			170	*East-West:*			170	*East-West:*			
		SUM:		1069	*SUM:*		1081	*SUM:*			1244	*SUM:*			1257	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.750			0.759				0.873				0.882				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.650**			**0.659**				**0.773**				**0.782**				
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	1	**309**	0	309	**309**	8	323	1	323	0	323	1	323				
	Left-Through		0							0				0					
	Through	1548	3	516	32	1580	527	140	1719	3	**573**	32	1751	3	**584**				
	Through-Right		0							0				0					
	Right	94	1	34	0	94	34	9	105	1	35	0	105	1	35				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	167	1	167	1	168	168	63	233	1	**233**	1	234	1	**234**				
	Left-Through		0							0				0					
	Through	1328	3	**443**	4	1332	**444**	63	1418	3	473	4	1422	3	474				
	Through-Right		0							0				0					
	Right	170	1	135	1	171	135	26	199	1	148	1	200	1	148				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	127	2	**70**	5	132	**73**	55	185	2	**102**	5	190	2	**105**				
	Left-Through		0							0				0					
	Through	586	1	338	0	586	338	24	622	1	358	0	622	1	358				
	Through-Right		1							1				1					
	Right	89	0	89	0	89	89	2	93	0	93	0	93	0	93				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	60	1	60	0	60	60	9	70	1	70	0	70	1	70				
	Left-Through		0							0				0					
	Through	845	1	**579**	0	845	**581**	43	905	1	**651**	0	905	1	**653**				
	Through-Right		1							1				1					
	Right	312	0	312	5	317	317	78	396	0	396	5	401	0	401				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		752	*North-South:*		753	*North-South:*			806	*North-South:*			818	*North-South:*			
		East-West:		649	*East-West:*		654	*East-West:*			753	*East-West:*			758	*East-West:*			
		SUM:		1401	*SUM:*		1407	*SUM:*			1559	*SUM:*			1576	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				1.019			1.023				1.134				1.146				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.919			0.923				1.034				1.046				
LEVEL OF SERVICE (LOS):				E			E				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	6/16/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	NB--	3	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	0	172	172	5	180	1	180	0	180	1	180				
	Left-Through		0							0				0					
	Through	1396	3	**465**	6	1402	**467**	121	1545	3	**515**	6	1551	3	**517**				
	Through-Right		0							0				0					
	Right	113	1	18	0	113	18	7	122	1	18	0	122	1	18				
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	306	1	**306**	4	310	**310**	96	408	1	**408**	4	412	1	**412**				
	Left-Through		0							0				0					
	Through	1646	3	549	27	1673	558	174	1853	3	618	27	1880	3	627				
	Through-Right		0							0				0					
	Right	274	1	218	4	278	222	81	361	1	293	4	365	1	297				
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	204	2	112	1	205	113	39	247	2	136	1	248	2	136				
	Left-Through		0							0				0					
	Through	834	1	**476**	0	834	**476**	35	886	1	**507**	0	886	1	**507**				
	Through-Right		1							1				1					
	Right	118	0	118	0	118	118	8	128	0	128	0	128	0	128				
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	95	1	**95**	0	95	**95**	7	104	1	**104**	0	104	1	**104**				
	Left-Through		0							0				0					
	Through	573	1	385	0	573	385	32	617	1	441	0	617	1	442				
	Through-Right		1							1				1					
	Right	196	0	196	1	197	197	65	265	0	265	1	266	0	266				
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		771	*North-South:*		777	*North-South:*			923	*North-South:*			929	*North-South:*			
		East-West:		571	*East-West:*		571	*East-West:*			611	*East-West:*			611	*East-West:*			
		SUM:		1342	*SUM:*		1348	*SUM:*			1534	*SUM:*			1540	*SUM:*			
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.980				1.116				1.120				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.876**			**0.880**				**1.016**				**1.020**				
LEVEL OF SERVICE (LOS):				D			D				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

CALCULATION SUMMARY SHEETS FOR

CITY OF LOS ANGELES INTERSECTIONS

(MODIFIED PROJECT)

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB--	SB--		
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
Override Capacity			0			0			0				0					

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	568	2	199	7	575	201	68	647	2	226	7	654	2	229		654		**0**
	Left-Through		1							1				1					
	Through	694	0	**712**	1	695	**713**	19	727	0	**748**	1	728	0	**749**		728		0
	Through-Right		1							1				1					
	Right	18	0	18	0	18	18	3	21	0	21	0	21	0	21		21		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	163	1	163	0	163	163	1	167	1	167	0	167	1	167		167		0
	Left-Through		0							0				0					
	Through	313	1	**254**	0	313	**254**	56	375	1	**304**	0	375	1	**304**		375		**0**
	Through-Right		1							1				1					
	Right	195	0	195	0	195	195	34	233	0	233	0	233	0	233		233		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	86	1	**86**	0	86	**86**	6	94	1	**94**	0	94	1	**94**		94		0
	Left-Through		0							0				0					
	Through	779	3	260	0	779	260	211	1006	3	335	0	1006	3	335		1006		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	34	1	34	0	34	34	1	36	1	36	0	36	1	36		36		**0**
	Left-Through		0							0				0					
	Through	999	2	**371**	0	999	**371**	701	1720	2	**613**	0	1720	2	**613**		1720		0
	Through-Right		1							1				1					
	Right	114	0	114	0	114	114	4	120	0	120	0	120	0	120		120		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		966	*North-South:*		967	*North-South:*			1052	*North-South:*			1053	*North-South:*			0
		East-West:		457	*East-West:*		457	*East-West:*			707	*East-West:*			707	*East-West:*			0
		SUM:		1423	*SUM:*		1424	*SUM:*			1759	*SUM:*			1760	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.999				1.234				1.235				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.899**			**0.899**				**1.134**				**1.135**				0.000
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	-1.134
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3				3				3				3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1				1				1				1				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				
Override Capacity			0				0				0				0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	459	2	161	42	501	175	101	569	2	199	42	611	2	214		611		**0**
	Left-Through		1							1				1					
	Through	324	0	**350**	7	331	**357**	57	388	0	**422**	7	395	0	**429**		395		0
	Through-Right		1							1				1					
	Right	26	0	26	0	26	26	7	34	0	34	0	34	0	34		34		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	196	1	196	0	196	196	2	202	1	202	0	202	1	202		202		0
	Left-Through		0							0				0					
	Through	841	1	**465**	0	841	**465**	22	880	1	**505**	0	880	1	**505**		880		**0**
	Through-Right		1							1				1					
	Right	88	0	88	0	88	88	39	129	0	129	0	129	0	129		129		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	88	1	**88**	0	88	**88**	30	120	1	120	0	120	1	120		120		0
	Left-Through		0							0				0					
	Through	1028	3	343	0	1028	343	683	1732	3	**577**	0	1732	3	**577**		1732		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	19	1	19	0	19	19	2	21	1	**21**	0	21	1	**21**		21		**0**
	Left-Through		0							0				0					
	Through	710	2	**286**	0	710	**286**	243	967	2	374	0	967	2	374		967		0
	Through-Right		1							1				1					
	Right	147	0	147	0	147	147	5	155	0	155	0	155	0	155		155		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		815	*North-South:*		822	*North-South:*			927	*North-South:*			934	*North-South:*			0
		East-West:		374	*East-West:*		374	*East-West:*			598	*East-West:*			598	*East-West:*			0
		SUM:		1189	*SUM:*		1196	*SUM:*			1525	*SUM:*			1532	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.839				1.070				1.075				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.739**				**0.970**				**0.975**				0.000
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	-0.970
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4				4				4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB--	SB--		
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				
Override Capacity			0			0				0				0				

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	2	**26**	0	48	**26**	28	77	2	**42**	0	77	2	**42**		77		**0**
	Left-Through		0							0				0					
	Through	74	3	25	0	74	25	78	153	3	51	0	153	3	51		153		0
	Through-Right		0							0				0					
	Right	49	1	0	0	49	0	54	104	1	0	0	104	1	0		104		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	348	2	191	31	379	208	83	438	2	241	31	469	2	258		469		0
	Left-Through		0							0				0					
	Through	372	2	186	0	372	186	284	663	2	332	0	663	2	332		663		**0**
	Through-Right		0							0				0					
	Right	882	1	**584**	0	882	**584**	151	1051	1	**680**	0	1051	1	**680**		1051		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	542	2	**298**	0	542	**298**	121	674	2	**371**	0	674	2	**371**		674		0
	Left-Through		0							0				0					
	Through	1008	3	336	27	1035	345	178	1206	3	402	27	1233	3	411		1233		**0**
	Through-Right		0							0				0					
	Right	187	1	161	0	187	161	152	343	1	301	0	343	1	301		343		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	157	2	86	0	157	86	122	282	2	155	0	282	2	155		282		**0**
	Left-Through		0							0				0					
	Through	1252	3	**417**	4	1256	**419**	391	1668	3	**556**	4	1672	3	**557**		1672		0
	Through-Right		0							0				0					
	Right	284	1	93	3	287	79	21	311	1	70	3	314	1	56		314		0
	Left-Through-Right		0							0				0					
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		610	*North-South:*		610	*North-South:*			722	*North-South:*			722	*North-South:*			0
		East-West:		715	*East-West:*		717	*East-West:*			927	*East-West:*			928	*East-West:*			0
		SUM:		1325	*SUM:*		1327	*SUM:*			1649	*SUM:*			1650	*SUM:*			0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.964			0.965				1.199				1.200				0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.864**			**0.865**				**1.099**				**1.100**				0.000
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	-1.099
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB--	SB--		
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				
Override Capacity			0			0				0				0				

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	**90**	0	163	**90**	199	365	2	**201**	0	365	2	**201**		365		**0**
	Left-Through		0							0				0					
	Through	332	3	111	0	332	111	284	623	3	208	0	623	3	208		623		0
	Through-Right		0							0				0					
	Right	181	1	0	0	181	0	116	301	1	0	0	301	1	0		301		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	697	2	383	5	702	386	38	749	2	412	5	754	2	415		754		0
	Left-Through		0							0				0					
	Through	63	2	32	0	63	32	83	147	2	74	0	147	2	74		147		**0**
	Through-Right		0							0				0					
	Right	685	1	**462**	0	685	**462**	80	779	1	**457**	0	779	1	**457**		779		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	405	2	**223**	0	405	**223**	172	585	2	**322**	0	585	2	**322**		585		0
	Left-Through		0							0				0					
	Through	1298	3	433	5	1303	434	478	1802	3	601	5	1807	3	602		1807		**0**
	Through-Right		0							0				0					
	Right	58	1	0	0	58	0	41	100	1	0	0	100	1	0		100		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	32	2	18	0	32	18	51	84	2	46	0	84	2	46		84		**0**
	Left-Through		0							0				0					
	Through	981	3	**327**	23	1004	**335**	241	1242	3	**414**	23	1265	3	**422**		1265		0
	Through-Right		0							0				0					
	Right	288	1	0	20	308	0	41	335	1	0	20	355	1	0		355		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		552	*North-South:*		552	*North-South:*			658	*North-South:*			658	*North-South:*			0
		East-West:		550	*East-West:*		558	*East-West:*			736	*East-West:*			744	*East-West:*			0
		SUM:		1102	*SUM:*		1110	*SUM:*			1394	*SUM:*			1402	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.807				1.014				1.020				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.707**				**0.914**				**0.920**				0.000
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	-0.914
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB-- 0	EB--		WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
Left-Through		0							0				0					
Through	732	3	244	3	735	245	137	884	3	295	3	887	3	296		887		0
Through-Right		0							0				0					
Right	288	1	288	0	288	288	89	383	1	383	0	383	1	383		383		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	461	2	254	0	461	254	47	517	2	284	0	517	2	284		517		0
Left-Through		0							0				0					
Through	1439	2	**720**	19	1458	**729**	431	1899	2	**950**	19	1918	2	**959**		1918		**0**
Through-Right		0							0				0					
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30		30		0
Left-Through		0							0				0					
Through	1	0	30	0	1	30	0	1	0	31	0	1	0	31		1		**0**
Through-Right		0							0				0					
Right	236	1	**236**	12	248	**248**	90	331	1	**331**	12	343	1	**343**		343		0
Left-Through-Right		1							1				1					
Left-Right																		
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
Left-Through		0							0				0					
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
Through-Right		0							0				0					
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	North-South:		720	North-South:		729	North-South:			950	North-South:			959	North-South:			0
	East-West:		236	East-West:		248	East-West:			331	East-West:			343	East-West:			0
	SUM:		956	SUM:		977	SUM:			1281	SUM:			1302	SUM:			0
VOLUME/CAPACITY (*V/C*) RATIO:			0.671			0.686				0.899				0.914				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.571**			**0.586**				**0.799**				**0.814**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**D**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	-0.799
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	903	3	301	20	923	308	340	1261	3	420	20	1281	3	427		1281		0
	Through-Right		0							0				0					
	Right	229	1	229	0	229	229	201	435	1	**435**	0	435	1	**435**		435		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	610	2	336	0	610	336	15	637	2	**350**	0	637	2	**350**		637		0
	Left-Through		0							0				0					
	Through	1314	2	**657**	3	1317	**659**	173	1513	2	757	3	1516	2	758		1516		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33		33		0
	Left-Through		0							0				0					
	Through	0	0	32	0	0	32	0	0	0	33	0	0	0	33		0		**0**
	Through-Right		0							0				0					
	Right	213	1	**213**	2	215	**215**	23	240	1	**240**	2	242	1	**242**		242		0
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		657	*North-South:*		659	*North-South:*			785	*North-South:*			785	*North-South:*			0
		East-West:		213	*East-West:*		215	*East-West:*			240	*East-West:*			242	*East-West:*			0
		SUM:		870	*SUM:*		874	*SUM:*			1025	*SUM:*			1027	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.613				0.719				0.721				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.513**				**0.619**				**0.621**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	-0.619
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--		0	NB-- 1 SB--		0	NB-- 1 SB--		0		NB-- 1 SB--		0		NB-- SB--			
		EB-- 0 WB--		2	EB-- 0 WB--		2	EB-- 0 WB--		2		EB-- 0 WB--		2		EB-- WB--			
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
	Override Capacity			0			0			0				0					
NORTHBOUND	Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**		11		**0**
	Left-Through		0							0				0					
	Through	636	2	318	2	638	319	120	769	2	385	2	771	2	386		771		0
	Through-Right		0							0				0					
	Right	96	1	0	2	98	0	14	112	1	0	2	114	1	0		114		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	1388	2	**467**	19	1407	**474**	270	1686	2	**567**	19	1705	2	**573**		1705		**0**
	Through-Right		1							1				1					
	Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14		14		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14		14		0
	Left-Through		0							0				0					
	Through	0	0	**54**	0	0	**54**	0	0	0	**55**	0	0	0	**55**		0		**0**
	Through-Right		0							0				0					
	Right	40	0	0	0	40	0	0	41	0	0	0	41	0	0		41		0
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	502	1	**361**	0	502	**361**	206	718	1	**441**	0	718	1	**441**		718		**0**
	Left-Through		0							0				0					
	Through	8	0	361	0	8	361	0	8	0	441	0	8	0	441		8		0
	Through-Right		0							0				0					
	Right	573	1	0	0	573	0	12	597	1	0	0	597	1	0		597		0
	Left-Through-Right		1							1				1					
	Left-Right																		
	CRITICAL VOLUMES	North-South:		478	North-South:		485	North-South:			578	North-South:			584	North-South:			0
		East-West:		415	East-West:		415	East-West:			496	East-West:			496	East-West:			0
		SUM:		893	SUM:		900	SUM:			1074	SUM:			1080	SUM:			0
	VOLUME/CAPACITY (*V/C*) RATIO:			0.627			0.632				0.754				0.758				0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.527**			**0.532**				**0.654**				**0.658**				0.000
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	-0.654
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0		NB-- 1	SB--	0		NB--	SB--		
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					
Override Capacity			0			0			0				0					

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**		9		**0**
	Left-Through		0							0				0					
	Through	778	2	389	10	788	394	253	1047	2	524	10	1057	2	529		1057		0
	Through-Right		0							0				0					
	Right	154	1	0	10	164	0	85	242	1	0	10	252	1	0		252		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	1698	2	**574**	3	1701	**575**	107	1839	2	**621**	3	1842	2	**622**		1842		**0**
	Through-Right		1							1				1					
	Right	24	0	24	0	24	24	0	24	0	24	0	24	0	24		24		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12		12		0
	Left-Through		0							0				0					
	Through	0	0	**39**	0	0	**39**	0	0	0	**40**	0	0	0	**40**		0		**0**
	Through-Right		0							0				0					
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0		28		0
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	233	1	233	0	233	233	80	318	1	**283**	0	318	1	**283**		318		**0**
	Left-Through		0							0				0					
	Through	14	0	**243**	0	14	**243**	0	14	0	283	0	14	0	283		14		0
	Through-Right		0							0				0					
	Right	471	1	0	0	471	0	37	517	1	0	0	517	1	0		517		0
	Left-Through-Right		1							1				1					
	Left-Right																		
CRITICAL VOLUMES		North-South:		583	North-South:		584	North-South:			630	North-South:			631	North-South:			0
		East-West:		282	East-West:		282	East-West:			323	East-West:			323	East-West:			0
		SUM:		865	SUM:		866	SUM:			953	SUM:			954	SUM:			0
VOLUME/CAPACITY (*V/C*) RATIO:				0.607			0.608				0.669				0.669				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.508**				**0.569**				**0.569**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	-0.569
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--		SB--				
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	26	4	31	1	31	0	31	1	31		31		**0**
	Left-Through		0							0				0					
	Through	2571	4	**643**	0	2571	**643**	22	2645	4	**661**	0	2645	4	**661**		2645		0
	Through-Right		0							0				0					
	Right	396	1	229	8	404	237	155	559	1	347	8	567	1	355		567		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	524	2	**288**	8	532	**293**	219	754	2	**415**	8	762	2	**419**		762		0
	Left-Through		0							0				0					
	Through	1161	3	349	0	1161	349	69	1253	3	374	0	1253	3	374		1253		**0**
	Through-Right		1							1				1					
	Right	236	0	236	0	236	236	0	241	0	241	0	241	0	241		241		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	199	1	**199**	0	199	**199**	0	203	1	203	0	203	1	203		203		0
	Left-Through		0							0				0					
	Through	325	2	134	8	333	137	166	498	2	**194**	8	506	2	**197**		506		**0**
	Through-Right		1							1				1					
	Right	78	0	78	0	78	78	4	84	0	84	0	84	0	84		84		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	303	2	167	1	304	167	76	385	2	**212**	1	386	2	**212**		386		**0**
	Left-Through		0							0				0					
	Through	142	2	71	1	143	72	63	208	2	104	1	209	2	105		209		0
	Through-Right		0							0				0					
	Right	781	2	**142**	1	782	**137**	75	872	2	65	1	873	2	61		873		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		931	*North-South:*		936	*North-South:*			1076	*North-South:*			1080	*North-South:*			0
		East-West:		341	*East-West:*		336	*East-West:*			406	*East-West:*			409	*East-West:*			0
		SUM:		1272	*SUM:*		1272	*SUM:*			1482	*SUM:*			1489	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.925				1.078				1.083				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.825**				**0.978**				**0.983**				0.000
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	-0.978
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3	NB--		SB--	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				
Override Capacity			0			0				0				0				

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	8	36	1	**36**	0	36	1	**36**		36		**0**
	Left-Through		0							0				0					
	Through	1596	4	399	0	1596	399	73	1701	4	425	0	1701	4	425		1701		0
	Through-Right		0							0				0					
	Right	298	1	0	1	299	0	73	377	1	0	1	378	1	0		378		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	486	2	147	1	487	147	101	597	2	180	1	598	2	181		598		0
	Left-Through		0							0				0					
	Through	1989	3	**663**	0	1989	**663**	30	2059	3	**686**	0	2059	3	**686**		2059		**0**
	Through-Right		1							1				1					
	Right	685	0	615	0	685	615	0	699	0	628	0	699	0	628		699		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	70	1	70	0	70	70	0	71	1	71	0	71	1	71		71		0
	Left-Through		0							0				0					
	Through	170	2	**85**	1	171	**85**	75	248	2	**113**	1	249	2	**113**		249		**0**
	Through-Right		1							1				1					
	Right	84	0	84	0	84	84	4	90	0	90	0	90	0	90		90		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	563	2	**310**	7	570	**314**	185	759	2	**417**	7	766	2	**421**		766		**0**
	Left-Through		0							0				0					
	Through	435	2	218	7	442	221	191	635	2	318	7	642	2	321		642		0
	Through-Right		0							0				0					
	Right	769	2	276	7	776	280	240	1024	2	383	7	1031	2	386		1031		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		690	*North-South:*		690	*North-South:*			722	*North-South:*			722	*North-South:*			0
		East-West:		395	*East-West:*		399	*East-West:*			530	*East-West:*			534	*East-West:*			0
		SUM:		1085	*SUM:*		1089	*SUM:*			1252	*SUM:*			1256	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.792				0.911				0.913				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.692**				**0.811**				**0.813**				0.000
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	-0.811
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB--	SB--		
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					
Override Capacity			0			0			0				0					

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	62	**62**	0	63	1	**63**	0	63	1	**63**		63		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	59	1	51	0	59	51	0	60	1	52	0	60	1	52		60		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49		49		0
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		**0**
	Through-Right		0							0				0					
	Right	311	1	**290**	0	311	**290**	1	318	1	**296**	0	318	1	**296**		318		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	42	1	**42**	0	42	**42**	1	44	1	**44**	0	44	1	**44**		44		0
	Left-Through		0							0				0					
	Through	553	1	283	5	558	286	103	667	1	340	5	672	1	343		672		**0**
	Through-Right		1							1				1					
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13		13		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	17	1	17	0	17	17	0	17	1	17	0	17	1	17		17		**0**
	Left-Through		0							0				0					
	Through	2146	1	**1081**	39	2185	**1101**	238	2427	1	**1222**	39	2466	1	**1241**		2466		0
	Through-Right		1							1				1					
	Right	16	0	16	0	16	16	0	16	0	16	0	16	0	16		16		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		352	*North-South:*		352	*North-South:*			359	*North-South:*			359	*North-South:*			0
		East-West:		1123	*East-West:*		1143	*East-West:*			1266	*East-West:*			1285	*East-West:*			0
		SUM:		1475	*SUM:*		1495	*SUM:*			1625	*SUM:*			1644	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.997				1.083				1.096				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.997				1.083				1.096				0.000
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	-1.083
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB--	SB--		
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB--	WB--		
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					
Override Capacity			0			0			0				0					

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30		30		0
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	31	1	13	0	31	13	0	32	1	13	0	32	1	13		32		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22		22		0
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	85	1	0	0	85	0	1	88	1	0	0	88	1	0		88		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	493	1	493	0	493	493	1	504	1	504	0	504	1	504		504		0
	Left-Through		0							0				0					
	Through	1569	1	813	33	1602	829	252	1853	1	955	33	1886	1	972		1886		0
	Through-Right		1							1				1					
	Right	56	0	56	0	56	56	0	57	0	57	0	57	0	57		57		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	37	1	37	0	37	37	0	38	1	38	0	38	1	38		38		0
	Left-Through		0							0				0					
	Through	672	1	357	7	679	361	126	812	1	428	7	819	1	431		819		0
	Through-Right		1							1				1					
	Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43		43		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		35	North-South:		35	North-South:			35	North-South:			35	North-South:			0
		East-West:		850	East-West:		866	East-West:			993	East-West:			1010	East-West:			0
		SUM:		885	SUM:		901	SUM:			1028	SUM:			1045	SUM:			0
VOLUME/CAPACITY (V/C) RATIO:				0.590			0.601				0.685				0.697				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.601				0.685				0.697				0.000
LEVEL OF SERVICE (LOS):				A			B				B				B				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	-0.685
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--	
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				
Override Capacity				0				0				0				0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	0	**433**	0	433	**433**	4	446	0	**446**	0	446	0	**446**		446		**0**
	Left-Through		0							0				0					
	Through	65	0	540	0	65	540	0	66	0	555	0	66	0	555		66		0
	Through-Right		0							0				0					
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0		43		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34		34		0
	Left-Through		0							0				0					
	Through	107	0	**253**	0	107	**253**	0	109	0	**258**	0	109	0	**258**		109		**0**
	Through-Right		0							0				0					
	Right	113	0	0	0	113	0	0	115	0	0	0	115	0	0		115		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	31	1	**31**	0	31	**31**	0	32	1	**32**	0	32	1	**32**		32		0
	Left-Through		0							0				0					
	Through	505	1	328	5	510	331	98	613	1	387	5	618	1	389		618		**0**
	Through-Right		1							1				1					
	Right	151	0	151	0	151	151	6	160	0	160	0	160	0	160		160		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15		15		**0**
	Left-Through		0							0				0					
	Through	1615	1	**830**	39	1654	**850**	234	1881	1	**964**	39	1920	1	**983**		1920		0
	Through-Right		1							1				1					
	Right	45	0	45	0	45	45	0	46	0	46	0	46	0	46		46		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		686	*North-South:*		686	*North-South:*			704	*North-South:*			704	*North-South:*			0
		East-West:		861	*East-West:*		881	*East-West:*			996	*East-West:*			1015	*East-West:*			0
		SUM:		1547	*SUM:*		1567	*SUM:*			1700	*SUM:*			1719	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.045				1.133				1.146				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.945**				**1.033**				**1.046**				0.000
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	-1.033
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	0	136	0	136	136	6	145	0	145	0	145	0	145		145		**0**
	Left-Through		0							0				0					
	Through	206	0	**397**	0	206	**397**	0	210	0	**411**	0	210	0	**411**		210		0
	Through-Right		0							0				0					
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0		56		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	33	0	**33**	0	33	**33**	0	34	0	**34**	0	34	0	**34**		34		0
	Left-Through		0							0				0					
	Through	122	0	197	0	122	197	0	124	0	201	0	124	0	201		124		**0**
	Through-Right		0							0				0					
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0		43		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	178	1	178	0	178	178	0	182	1	182	0	182	1	182		182		0
	Left-Through		0							0				0					
	Through	983	1	**695**	33	1016	**712**	246	1249	1	**835**	33	1282	1	**851**		1282		**0**
	Through-Right		1							1				1					
	Right	407	0	407	0	407	407	5	420	0	420	0	420	0	420		420		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	55	1	**55**	0	55	**55**	0	56	1	**56**	0	56	1	**56**		56		**0**
	Left-Through		0							0				0					
	Through	565	1	307	7	572	311	120	696	1	373	7	703	1	377		703		0
	Through-Right		1							1				1					
	Right	49	0	49	0	49	49	0	50	0	50	0	50	0	50		50		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		430	*North-South:*		430	*North-South:*			445	*North-South:*			445	*North-South:*			0
		East-West:		750	*East-West:*		767	*East-West:*			891	*East-West:*			907	*East-West:*			0
		SUM:		1180	*SUM:*		1197	*SUM:*			1336	*SUM:*			1352	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.798				0.891				0.901				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.698**				**0.791**				**0.801**				0.000
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**D**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	∆*v/c* after mitigation:	-0.791
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	3	NB--	0	SB--	3	NB--		SB--	
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				
Override Capacity				0				0				0				0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	258	2	**142**	0	258	**142**	12	275	2	**151**	0	275	2	**151**		275		**0**
Left-Through		0							0				0					
Through	861	2	326	0	861	326	23	901	2	343	0	901	2	343		901		0
Through-Right		1							1				1					
Right	118	0	118	0	118	118	9	129	0	129	0	129	0	129		129		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	38	1	38	0	38	38	0	39	1	39	0	39	1	39		39		0
Left-Through		0							0				0					
Through	822	2	**374**	0	822	**374**	23	862	2	**431**	0	862	2	**431**		862		**0**
Through-Right		1							0				0					
Right	301	0	301	0	301	301	12	319	1	225	0	319	1	225		319		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	151	1	**151**	0	151	**151**	17	171	2	**94**	0	171	2	**94**		171		0
Left-Through		0							0				0					
Through	434	2	156	5	439	158	75	518	2	187	5	523	2	188		523		**0**
Through-Right		1							1				1					
Right	35	0	35	0	35	35	6	42	0	42	0	42	0	42		42		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	161	1	161	0	161	161	8	172	2	95	0	172	2	95		172		**0**
Left-Through		0							0				0					
Through	1285	2	**432**	39	1324	**445**	208	1519	2	**510**	39	1558	2	**523**		1558		0
Through-Right		1							1				1					
Right	10	0	10	0	10	10	0	10	0	10	0	10	0	10		10		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		516	*North-South:*		516	*North-South:*			582	*North-South:*			582	*North-South:*			0
	East-West:		583	*East-West:*		596	*East-West:*			604	*East-West:*			617	*East-West:*			0
	SUM:		1099	*SUM:*		1112	*SUM:*			1186	*SUM:*			1199	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.809				0.863				0.872				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.699**			**0.709**				**0.763**				**0.772**				0.000
LEVEL OF SERVICE (LOS):			**B**			**C**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	-0.763
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	3	NB--	0	SB--	3	NB--		SB--	
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				
Override Capacity				0				0				0				0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	139	2	76	0	139	76	12	154	2	85	0	154	2	85		154		**0**
Left-Through		0							0				0					
Through	1104	2	**450**	0	1104	**450**	23	1149	2	**469**	0	1149	2	**469**		1149		0
Through-Right		1							1				1					
Right	247	0	247	0	247	247	5	257	0	257	0	257	0	257		257		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	174	1	**174**	0	174	**174**	0	177	1	**177**	0	177	1	**177**		177		0
Left-Through		0							0				0					
Through	876	2	326	0	876	326	22	916	2	458	0	916	2	458		916		**0**
Through-Right		1							0				0					
Right	102	0	102	0	102	102	18	122	1	7	0	122	1	7		122		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	190	1	190	0	190	190	15	209	2	115	0	209	2	115		209		0
Left-Through		0							0				0					
Through	898	2	**312**	33	931	**323**	217	1133	2	**395**	33	1166	2	**406**		1166		**0**
Through-Right		1							1				1					
Right	38	0	38	0	38	38	14	53	0	53	0	53	0	53		53		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	143	1	**143**	0	143	**143**	7	153	2	**84**	0	153	2	**84**		153		**0**
Left-Through		0							0				0					
Through	650	2	221	7	657	223	91	754	2	255	7	761	2	258		761		0
Through-Right		1							1				1					
Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12		12		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		624	*North-South:*		624	*North-South:*			646	*North-South:*			646	*North-South:*			0
	East-West:		455	*East-West:*		466	*East-West:*			479	*East-West:*			490	*East-West:*			0
	SUM:		1079	*SUM:*		1090	*SUM:*			1125	*SUM:*			1136	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.793				0.818				0.826				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.693**				**0.718**				**0.726**				0.000
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	-0.718
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--	
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				
Override Capacity				0				0				0				0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	433	2	**238**	0	433	**238**	11	453	2	**249**	0	453	2	**249**		453		**0**
Left-Through		0							0				0					
Through	1572	2	531	0	1572	531	19	1623	2	548	0	1623	2	548		1623		0
Through-Right		1							1				1					
Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22		22		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	86	1	86	0	86	86	8	96	1	96	0	96	1	96		96		0
Left-Through		0							0				0					
Through	1986	2	**666**	0	1986	**666**	3	2029	2	**681**	0	2029	2	**681**		2029		**0**
Through-Right		1							1				1					
Right	12	0	12	0	12	12	1	13	0	13	0	13	0	13		13		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		0
Left-Through		0							0				0					
Through	352	2	156	5	357	157	77	436	2	186	5	441	2	188		441		**0**
Through-Right		1							1				1					
Right	115	0	115	0	115	115	5	122	0	122	0	122	0	122		122		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	236	1	236	0	236	236	0	241	1	241	0	241	1	241		241		**0**
Left-Through		0							0				0					
Through	1147	2	**574**	39	1186	**593**	206	1376	2	**688**	39	1415	2	**708**		1415		0
Through-Right		0							0				0					
Right	270	1	227	0	270	227	6	281	1	233	0	281	1	233		281		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	North-South:		904	North-South:		904	North-South:			930	North-South:			930	North-South:			0
	East-West:		574	East-West:		593	East-West:			688	East-West:			708	East-West:			0
	SUM:		1478	SUM:		1497	SUM:			1618	SUM:			1638	SUM:			0
VOLUME/CAPACITY (*V/C*) RATIO:			1.075			1.089				1.177				1.191				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.975			0.989				1.077				1.091				0.000
LEVEL OF SERVICE (LOS):			E			E				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	-1.077
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--	
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			
Override Capacity				0				0				0				0			

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	138	**76**	9	150	2	**83**	0	150	2	**83**		150		**0**
	Left-Through		0							0				0					
	Through	1311	2	469	0	1311	469	4	1341	2	479	0	1341	2	479		1341		0
	Through-Right		1							1				1					
	Right	95	0	95	0	95	95	0	97	0	97	0	97	0	97		97		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	200	1	200	0	200	200	8	212	1	212	0	212	1	212		212		0
	Left-Through		0							0				0					
	Through	1903	2	**640**	0	1903	**640**	17	1958	2	**658**	0	1958	2	**658**		1958		**0**
	Through-Right		1							1				1					
	Right	17	0	17	0	17	17	0	17	0	17	0	17	0	17		17		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	1184	2	**447**	33	1217	**458**	210	1418	2	**529**	33	1451	2	**540**		1451		**0**
	Through-Right		1							1				1					
	Right	156	0	156	0	156	156	11	170	0	170	0	170	0	170		170		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	108	1	**108**	0	108	**108**	0	110	1	**110**	0	110	1	**110**		110		**0**
	Left-Through		0							0				0					
	Through	677	2	339	7	684	342	88	779	2	390	7	786	2	393		786		0
	Through-Right		0							0				0					
	Right	150	1	50	0	150	50	9	162	1	56	0	162	1	56		162		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		716	*North-South:*			741	*North-South:*			741	*North-South:*			0
		East-West:		555	*East-West:*		566	*East-West:*			639	*East-West:*			650	*East-West:*			0
		SUM:		1271	*SUM:*		1282	*SUM:*			1380	*SUM:*			1391	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.932				1.004				1.012				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.824**			**0.832**				**0.904**				**0.912**				0.000
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	-0.904
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56		56		0
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		**0**
	Through-Right		0							0				0					
	Right	1071	2	**428**	0	1071	**421**	142	1235	2	**441**	0	1235	2	**434**		1235		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	293	2	161	13	306	168	133	432	2	**238**	13	445	2	**245**		445		0
	Left-Through		0							0				0					
	Through	661	2	**331**	0	661	**331**	74	748	2	374	0	748	2	374		748		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	180	2	90	96	276	138	284	468	2	**234**	96	564	2	**282**		564		0
	Through-Right		0							0				0					
	Right	28	2	0	0	28	0	0	29	2	0	0	29	2	0		29		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		428	*North-South:*		421	*North-South:*			441	*North-South:*			434	*North-South:*			0
		East-West:		331	*East-West:*		331	*East-West:*			472	*East-West:*			527	*East-West:*			0
		SUM:		759	*SUM:*		752	*SUM:*			913	*SUM:*			961	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.528				0.641				0.674				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.428**				**0.541**				**0.574**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.033	∆*v/c* after mitigation:	-0.541
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	**0**	0	0	0	**0**		0		0
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	19	1	19	0	19	19	0	19	1	**19**	0	19	1	**19**		19		0
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		**0**
	Through-Right		0							0				0					
	Right	663	2	**66**	0	663	**21**	111	787	2	0	0	787	2	0		787		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	544	2	**299**	82	626	**344**	502	1057	2	**581**	82	1139	2	**626**		1139		0
	Left-Through		0							0				0					
	Through	713	2	357	0	713	357	203	930	2	465	0	930	2	465		930		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	182	2	**91**	17	199	**100**	117	303	2	**152**	17	320	2	**160**		320		0
	Through-Right		0							0				0					
	Right	105	2	49	0	105	49	0	107	2	50	0	107	2	50		107		0
	Left-Through-Right		0							0				0					
	Left-Right																		

CRITICAL VOLUMES	*North-South:*		66	*North-South:*		21	*North-South:*		19	*North-South:*		19	*North-South:*		0				
	East-West:		390	*East-West:*		444	*East-West:*		733	*East-West:*		786	*East-West:*		0				
	SUM:		456	*SUM:*		465	*SUM:*		752	*SUM:*		805	*SUM:*		0				
VOLUME/CAPACITY *(V/C)* RATIO:			0.320			0.326			0.528			0.565			0.000				
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.220**			**0.226**			**0.428**			**0.465**			0.000				
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**			**A**			**A**				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.037	∆*v/c* after mitigation:	-0.428
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--		SB--				
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	2800	3	**933**	39	2839	**946**	253	3109	3	**1036**	39	3148	3	**1049**		3148		0
	Through-Right		0							0				0					
	Right	825	1	0	0	825	0	101	943	1	0	0	943	1	0		943		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	181	2	**100**	13	194	**107**	88	273	2	**150**	13	286	2	**157**		286		0
	Left-Through		0							0				0					
	Through	1069	3	356	5	1074	358	141	1231	3	410	5	1236	3	412		1236		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	758	3	**265**	0	758	**265**	56	829	3	**290**	0	829	3	**290**		829		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	142	1	42	96	238	131	188	333	1	183	96	429	1	272		429		0
	Left-Through-Right		0							0				0					
	Left-Right																		

CRITICAL VOLUMES	North-South:	1033	North-South:	1053	North-South:	1186	North-South:	1206	North-South:	0
	East-West:	265	East-West:	265	East-West:	290	East-West:	290	East-West:	0
	SUM:	1298	SUM:	1318	SUM:	1476	SUM:	1496	SUM:	0
VOLUME/CAPACITY (*V/C*) RATIO:		0.911		0.925		1.036		1.050		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.811**		**0.825**		**0.936**		**0.950**		0.000
LEVEL OF SERVICE (LOS):		**D**		**D**		**E**		**E**		**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	-0.936
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--		SB--				
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0		0		**0**
	Left-Through		0							0				0					
	Through	1490	3	497	7	1497	499	209	1729	3	**576**	7	1736	3	**579**		1736		0
	Through-Right		0							0				0					
	Right	616	1	0	0	616	0	72	700	1	0	0	700	1	0		700		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	569	2	313	82	651	358	363	943	2	**519**	82	1025	2	**564**		1025		0
	Left-Through		0							0				0					
	Through	2627	3	**876**	33	2660	**887**	328	3008	3	1003	33	3041	3	1014		3041		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**		0		**0**
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	643	3	**225**	0	643	**225**	150	806	3	**282**	0	806	3	**282**		806		**0**
	Left-Through		0							0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0							0				0					
	Right	93	1	0	17	110	0	68	163	1	0	17	180	1	0		180		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		876	*North-South:*		887	*North-South:*			1095	*North-South:*			1143	*North-South:*			0
		East-West:		225	*East-West:*		225	*East-West:*			282	*East-West:*			282	*East-West:*			0
		SUM:		1101	*SUM:*		1112	*SUM:*			1377	*SUM:*			1425	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.780				0.966				1.000				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.673**			**0.680**				**0.866**				**0.900**				0.000
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.034	Δ*v/c* after mitigation:	-0.866
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	3	27	1	27	0	27	1	27		27		**0**
	Left-Through		0							0				0					
	Through	2400	2	**801**	39	2439	**814**	316	2764	2	**923**	39	2803	2	**936**		2803		0
	Through-Right		1							1				1					
	Right	4	0	4	0	4	4	1	5	0	5	0	5	0	5		5		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	37	1	**37**	0	37	**37**	5	43	1	**43**	0	43	1	**43**		43		0
	Left-Through		0							0				0					
	Through	1460	3	487	5	1465	488	177	1666	3	555	5	1671	3	557		1671		**0**
	Through-Right		0							0				0					
	Right	240	1	41	0	240	41	16	261	1	53	0	261	1	53		261		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	724	2	**398**	0	724	**398**	19	758	2	**417**	0	758	2	**417**		758		0
	Left-Through		0							0				0					
	Through	34	1	34	0	34	34	0	35	1	35	0	35	1	35		35		**0**
	Through-Right		0							0				0					
	Right	45	1	33	0	45	33	3	49	1	36	0	49	1	36		49		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	20	1	20	0	20	20	2	22	1	22	0	22	1	22		22		**0**
	Left-Through		0							0				0					
	Through	55	1	55	0	55	55	1	57	1	57	0	57	1	57		57		0
	Through-Right		0							0				0					
	Right	407	1	**389**	0	407	**389**	8	423	1	**402**	0	423	1	**402**		423		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		838	*North-South:*		851	*North-South:*			966	*North-South:*			979	*North-South:*			0
		East-West:		787	*East-West:*		787	*East-West:*			819	*East-West:*			819	*East-West:*			0
		SUM:		1625	*SUM:*		1638	*SUM:*			1785	*SUM:*			1798	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				1.140			1.149				1.253				1.262				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.040			1.049				1.153				1.162				0.000
LEVEL OF SERVICE (LOS):				F			F				F				F				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	-1.153
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	56	1	**56**	0	56	**56**	2	59	1	**59**	0	59	1	**59**		59		**0**
Left-Through		0							0				0					
Through	1665	2	569	7	1672	571	254	1952	2	665	7	1959	2	667		1959		0
Through-Right		1							1				1					
Right	41	0	41	0	41	41	1	43	0	43	0	43	0	43		43		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	178	1	178	0	178	178	19	201	1	201	0	201	1	201		201		0
Left-Through		0							0				0					
Through	2573	3	**858**	33	2606	**869**	421	3046	3	**1015**	33	3079	3	**1026**		3079		**0**
Through-Right		0							0				0					
Right	367	1	310	0	367	310	28	402	1	339	0	402	1	339		402		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	208	2	**114**	0	208	**114**	18	230	2	**127**	0	230	2	**127**		230		0
Left-Through		0							0				0					
Through	64	1	64	0	64	64	1	66	1	66	0	66	1	66		66		**0**
Through-Right		0							0				0					
Right	67	1	39	0	67	39	2	70	1	41	0	70	1	41		70		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	28	1	28	0	28	28	1	30	1	30	0	30	1	30		30		**0**
Left-Through		0							0				0					
Through	41	1	**41**	0	41	**41**	1	43	1	**43**	0	43	1	**43**		43		0
Through-Right		0							0				0					
Right	64	1	0	0	64	0	6	71	1	0	0	71	1	0		71		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		914	*North-South:*		925	*North-South:*			1074	*North-South:*			1085	*North-South:*			0
	East-West:		155	*East-West:*		155	*East-West:*			170	*East-West:*			170	*East-West:*			0
	SUM:		1069	*SUM:*		1080	*SUM:*			1244	*SUM:*			1255	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.758				0.873				0.881				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.650**			**0.658**				**0.773**				**0.781**				0.000
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	-0.773
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	1	**309**	0	309	**309**	8	323	1	323	0	323	1	323		323		**0**
	Left-Through		0							0				0					
	Through	1548	3	516	27	1575	525	140	1719	3	**573**	27	1746	3	**582**		1746		0
	Through-Right		0							0				0					
	Right	94	1	34	0	94	34	9	105	1	35	0	105	1	35		105		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	167	1	167	1	168	168	63	233	1	**233**	1	234	1	**234**		234		0
	Left-Through		0							0				0					
	Through	1328	3	**443**	4	1332	**444**	63	1418	3	473	4	1422	3	474		1422		**0**
	Through-Right		0							0				0					
	Right	170	1	135	1	171	135	26	199	1	148	1	200	1	148		200		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	127	2	**70**	4	131	**72**	55	185	2	**102**	4	189	2	**104**		189		0
	Left-Through		0							0				0					
	Through	586	1	338	0	586	338	24	622	1	358	0	622	1	358		622		**0**
	Through-Right		1							1				1					
	Right	89	0	89	0	89	89	2	93	0	93	0	93	0	93		93		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	60	1	60	0	60	60	9	70	1	70	0	70	1	70		70		**0**
	Left-Through		0							0				0					
	Through	845	1	**579**	0	845	**581**	43	905	1	**651**	0	905	1	**653**		905		0
	Through-Right		1							1				1					
	Right	312	0	312	4	316	316	78	396	0	396	4	400	0	400		400		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		752	*North-South:*		753	*North-South:*			806	*North-South:*			816	*North-South:*			0
		East-West:		649	*East-West:*		653	*East-West:*			753	*East-West:*			757	*East-West:*			0
		SUM:		1401	*SUM:*		1406	*SUM:*			1559	*SUM:*			1573	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				1.019			1.023				1.134				1.144				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.919**			**0.923**				**1.034**				**1.044**				0.000
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	-1.034
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associates	Date:	5/26/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	0	172	172	5	180	1	180	0	180	1	180		180		**0**
	Left-Through		0							0				0					
	Through	1396	3	**465**	5	1401	**467**	121	1545	3	**515**	5	1550	3	**517**		1550		0
	Through-Right		0							0				0					
	Right	113	1	18	0	113	18	7	122	1	18	0	122	1	18		122		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	306	1	**306**	3	309	**309**	96	408	1	**408**	3	411	1	**411**		411		0
	Left-Through		0							0				0					
	Through	1646	3	549	23	1669	556	174	1853	3	618	23	1876	3	625		1876		**0**
	Through-Right		0							0				0					
	Right	274	1	218	3	277	221	81	361	1	293	3	364	1	296		364		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	204	2	112	1	205	113	39	247	2	136	1	248	2	136		248		0
	Left-Through		0							0				0					
	Through	834	1	**476**	0	834	**476**	35	886	1	**507**	0	886	1	**507**		886		**0**
	Through-Right		1							1				1					
	Right	118	0	118	0	118	118	8	128	0	128	0	128	0	128		128		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	95	1	**95**	0	95	**95**	7	104	1	**104**	0	104	1	**104**		104		**0**
	Left-Through		0							0				0					
	Through	573	1	385	0	573	385	32	617	1	441	0	617	1	442		617		0
	Through-Right		1							1				1					
	Right	196	0	196	1	197	197	65	265	0	265	1	266	0	266		266		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		771	*North-South:*		776	*North-South:*			923	*North-South:*			928	*North-South:*			0
		East-West:		571	*East-West:*		571	*East-West:*			611	*East-West:*			611	*East-West:*			0
		SUM:		1342	*SUM:*		1347	*SUM:*			1534	*SUM:*			1539	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.980				1.116				1.119				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.876**			**0.880**				**1.016**				**1.019**				0.000
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	-1.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3				3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1				1	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	568	2	199	6	574	201	68	647	2	226	7	654	2	229	-1	653	2	229
	Left-Through		1							1				1				1	
	Through	694	0	**712**	1	695	**713**	19	727	0	**748**	1	728	0	**749**	0	728	0	**749**
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	3	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	163	1	163	0	163	163	1	167	1	167	0	167	1	167	0	167	1	167
	Left-Through		0							0				0				0	
	Through	313	1	**254**	0	313	**254**	56	375	1	**304**	0	375	1	**304**	0	375	1	**304**
	Through-Right		1							1				1				1	
	Right	195	0	195	0	195	195	34	233	0	233	0	233	0	233	0	233	0	233
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	86	1	**86**	0	86	**86**	6	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	779	3	260	0	779	260	211	1006	3	335	0	1006	3	335	0	1006	3	335
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	34	1	34	0	34	34	1	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	999	2	**371**	0	999	**371**	701	1720	2	**613**	0	1720	2	**613**	0	1720	2	**613**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	4	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		966	*North-South:*		967	*North-South:*			1052	*North-South:*			1053	*North-South:*			1053
		East-West:		457	*East-West:*		457	*East-West:*			707	*East-West:*			707	*East-West:*			707
		SUM:		1423	*SUM:*		1424	*SUM:*			1759	*SUM:*			1760	*SUM:*			1760
	VOLUME/CAPACITY *(V/C)* RATIO:			0.999			0.999				1.234				1.235				1.235
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.899**			**0.899**				**1.134**				**1.135**				**1.135**
	LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	INGLEWOOD BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
17	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1			1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	459	2	161	38	497	174	101	569	2	199	42	611	2	214	-4	607	2	212
	Left-Through		1							1				1				1	
	Through	324	0	**350**	6	330	**356**	57	388	0	**422**	7	395	0	**429**	-1	394	0	**428**
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	7	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	196	1	196	0	196	196	2	202	1	202	0	202	1	202	0	202	1	202
	Left-Through		0							0				0				0	
	Through	841	1	**465**	0	841	**465**	22	880	1	**505**	0	880	1	**505**	0	880	1	**505**
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	39	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	88	1	**88**	0	88	**88**	30	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1028	3	343	0	1028	343	683	1732	3	**577**	0	1732	3	**577**	0	1732	3	**577**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	19	1	19	0	19	19	2	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	710	2	**286**	0	710	**286**	243	967	2	374	0	967	2	374	0	967	2	374
	Through-Right		1							1				1				1	
	Right	147	0	147	0	147	147	5	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	North-South:		815	North-South:		821	North-South:			927	North-South:			934	North-South:			933
		East-West:		374	East-West:		374	East-West:			598	East-West:			598	East-West:			598
		SUM:		1189	SUM:		1195	SUM:			1525	SUM:			1532	SUM:			1531
	VOLUME/CAPACITY (V/C) RATIO:			0.834			0.839				1.070				1.075				1.074
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.734			0.739				0.970				0.975				0.974
	LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB-- 1	SB--		3
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	2	**26**	0	48	**26**	28	77	2	**42**	0	77	2	**42**	0	77	2	**42**
	Left-Through		0							0				0				0	
	Through	74	3	25	0	74	25	78	153	3	51	0	153	3	51	0	153	3	51
	Through-Right		0							0				0				0	
	Right	49	1	0	0	49	0	54	104	1	0	0	104	1	0	0	104	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	348	2	191	28	376	207	83	438	2	241	31	469	2	258	-3	466	2	256
	Left-Through		0							0				0				0	
	Through	372	2	186	0	372	186	284	663	2	332	0	663	2	332	0	663	2	332
	Through-Right		0							0				0				0	
	Right	882	1	**584**	0	882	**584**	151	1051	1	**680**	0	1051	1	**680**	0	1051	1	**680**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	542	2	**298**	0	542	**298**	121	674	2	**371**	0	674	2	**371**	0	674	2	**371**
	Left-Through		0							0				0				0	
	Through	1008	3	336	24	1032	344	178	1206	3	402	27	1233	3	411	-3	1230	3	410
	Through-Right		0							0				0				0	
	Right	187	1	161	0	187	161	152	343	1	301	0	343	1	301	0	343	1	301
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	157	2	86	0	157	86	122	282	2	155	0	282	2	155	0	282	2	155
	Left-Through		0							0				0				0	
	Through	1252	3	**417**	3	1255	**418**	391	1668	3	**556**	4	1672	3	**557**	-1	1671	3	**557**
	Through-Right		0							0				0				0	
	Right	284	1	93	3	287	80	21	311	1	70	3	314	1	56	0	314	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	610		*North-South:*		722		*North-South:*		722		*North-South:*		722
			East-West:	715		*East-West:*	716		*East-West:*		927		*East-West:*		928		*East-West:*		928
			SUM:	1325		*SUM:*	1326		*SUM:*		1649		*SUM:*		1650		*SUM:*		1650
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.964				1.199				1.200				1.200
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.864			0.864				1.099				1.100				1.100
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
18	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	3	NB-- 1	SB--	3	NB-- 1	SB--		3	NB-- 1	SB--		3	NB-- 1	SB--		3
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	163	2	**90**	0	163	**90**	199	365	2	**201**	0	365	2	**201**	0	365	2	**201**
	Left-Through		0							0				0				0	
	Through	332	3	111	0	332	111	284	623	3	208	0	623	3	208	0	623	3	208
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	116	301	1	0	0	301	1	0	0	301	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	697	2	383	5	702	386	38	749	2	412	5	754	2	415	0	754	2	415
	Left-Through		0							0				0				0	
	Through	63	2	32	0	63	32	83	147	2	74	0	147	2	74	0	147	2	74
	Through-Right		0							0				0				0	
	Right	685	1	**462**	0	685	**462**	80	779	1	**457**	0	779	1	**457**	0	779	1	**457**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	405	2	**223**	0	405	**223**	172	585	2	**322**	0	585	2	**322**	0	585	2	**322**
	Left-Through		0							0				0				0	
	Through	1298	3	433	4	1302	434	478	1802	3	601	5	1807	3	602	-1	1806	3	602
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	41	100	1	0	0	100	1	0	0	100	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	32	2	18	0	32	18	51	84	2	46	0	84	2	46	0	84	2	46
	Left-Through		0							0				0				0	
	Through	981	3	**327**	21	1002	**334**	241	1242	3	**414**	23	1265	3	**422**	-2	1263	3	**421**
	Through-Right		0							0				0				0	
	Right	288	1	0	18	306	0	41	335	1	0	20	355	1	0	-2	353	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South:		552	North-South:		552	North-South:			658	North-South:			658	North-South:			658
		East-West:		550	East-West:		557	East-West:			736	East-West:			744	East-West:			743
		SUM:		1102	SUM:		1109	SUM:			1394	SUM:			1402	SUM:			1401
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.807				1.014				1.020				1.019
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.707**				**0.914**				**0.920**				**0.919**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	732	3	244	3	735	245	137	884	3	295	3	887	3	296	0	887	3	296
	Through-Right		0							0				0				0	
	Right	288	1	288	0	288	288	89	383	1	383	0	383	1	383	0	383	1	383
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	461	2	254	0	461	254	47	517	2	284	0	517	2	284	0	517	2	284
	Left-Through		0							0				0				0	
	Through	1439	2	**720**	17	1456	**728**	431	1899	2	**950**	19	1918	2	**959**	-2	1916	2	**958**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	1	0	30	0	1	30	0	1	0	31	0	1	0	31	0	1	0	31
	Through-Right		0							0				0				0	
	Right	236	1	**236**	10	246	**246**	90	331	1	**331**	12	343	1	**343**	-2	341	1	**341**
	Left-Through-Right		1							1				1				1	
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		720	*North-South:*		728	*North-South:*			950	*North-South:*			959	*North-South:*			958
		East-West:		236	*East-West:*		246	*East-West:*			331	*East-West:*			343	*East-West:*			341
		SUM:		956	*SUM:*		974	*SUM:*			1281	*SUM:*			1302	*SUM:*			1299
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.684				0.899				0.914				0.912
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.571**			**0.584**				**0.799**				**0.814**				**0.812**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	∆*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
19	East-West Street:	RTE. 90 EB RAMPS	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	903	3	301	18	921	307	340	1261	3	420	20	1281	3	427	-2	1279	3	426
	Through-Right		0							0				0				0	
	Right	229	1	229	0	229	229	201	435	1	**435**	0	435	1	**435**	0	435	1	**435**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	610	2	336	0	610	336	15	637	2	**350**	0	637	2	**350**	0	637	2	**350**
	Left-Through		0							0				0				0	
	Through	1314	2	**657**	3	1317	**659**	173	1513	2	757	3	1516	2	758	0	1516	2	758
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through		0							0				0				0	
	Through	0	0	32	0	0	32	0	0	0	33	0	0	0	33	0	0	0	33
	Through-Right		0							0				0				0	
	Right	213	1	**213**	2	215	**215**	23	240	1	**240**	2	242	1	**242**	0	242	1	**242**
	Left-Through-Right		1							1				1				1	
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	659		*North-South:*		785		*North-South:*		785		*North-South:*		785
			East-West:	213		*East-West:*	215		*East-West:*		240		*East-West:*		242		*East-West:*		242
			SUM:	870		*SUM:*	874		*SUM:*		1025		*SUM:*		1027		*SUM:*		1027
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.613				0.719				0.721				0.721
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.511			0.513				0.619				0.621				0.621
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3				3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--		0	NB-- 1 SB--		0	NB-- 1 SB--		0		NB-- 1 SB--		0		NB-- 1 SB--		0	
		EB-- 0 WB--		2	EB-- 0 WB--		2	EB-- 0 WB--		2		EB-- 0 WB--		2		EB-- 0 WB--		2	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**	0	11	1	**11**
	Left-Through		0							0				0				0	
	Through	636	2	318	1	637	319	120	769	2	385	2	771	2	386	-1	770	2	385
	Through-Right		0							0				0				0	
	Right	96	1	0	1	97	0	14	112	1	0	2	114	1	0	-1	113	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1388	2	**467**	17	1405	**473**	270	1686	2	**567**	19	1705	2	**573**	-2	1703	2	**572**
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	0	0	**54**	0	0	**54**	0	0	0	**55**	0	0	0	**55**	0	0	0	**55**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
WESTBOUND	Left	502	1	**361**	0	502	**361**	206	718	1	**441**	0	718	1	**441**	0	718	1	**441**
	Left-Through		0							0				0				0	
	Through	8	0	361	0	8	361	0	8	0	441	0	8	0	441	0	8	0	441
	Through-Right		0							0				0				0	
	Right	573	1	0	0	573	0	12	597	1	0	0	597	1	0	0	597	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		478	*North-South:*		484	*North-South:*			578	*North-South:*			584	*North-South:*			583
		East-West:		415	*East-West:*		415	*East-West:*			496	*East-West:*			496	*East-West:*			496
		SUM:		893	*SUM:*		899	*SUM:*			1074	*SUM:*			1080	*SUM:*			1079
	VOLUME/CAPACITY *(V/C)* RATIO:			0.627			0.631				0.754				0.758				0.757
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.527**			**0.531**				**0.654**				**0.658**				**0.657**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	CENTINELA AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
20	East-West Street:	RTE. 90 WB RAMPS-SANFORD ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0	NB--	SB--	0	NB-- 1	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB--	WB--	2	EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through		0							0				0				0	
	Through	778	2	389	9	787	394	253	1047	2	524	10	1057	2	529	-1	1056	2	528
	Through-Right		0							0				0				0	
	Right	154	1	0	9	163	0	85	242	1	0	10	252	1	0	-1	251	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1698	2	**574**	3	1701	**575**	107	1839	2	**621**	3	1842	2	**622**	0	1842	2	**622**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	0	0	**39**	0	0	**39**	0	0	0	**40**	0	0	0	**40**	0	0	0	**40**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
WESTBOUND	Left	233	1	233	0	233	233	80	318	1	**283**	0	318	1	**283**	0	318	1	**283**
	Left-Through		0							0				0				0	
	Through	14	0	**243**	0	14	**243**	0	14	0	283	0	14	0	283	0	14	0	283
	Through-Right		0							0				0				0	
	Right	471	1	0	0	471	0	37	517	1	0	0	517	1	0	0	517	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
CRITICAL VOLUMES			*North-South:*	583		*North-South:*	584		*North-South:*		630		*North-South:*		631		*North-South:*		631
			East-West:	282		*East-West:*	282		*East-West:*		323		*East-West:*		323		*East-West:*		323
			SUM:	865		*SUM:*	866		*SUM:*		953		*SUM:*		954		*SUM:*		954
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.608				0.669				0.669				0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.508**				**0.569**				**0.569**				**0.569**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2	
Override Capacity			0			0				0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	26	4	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	2571	4	**643**	0	2571	**643**	22	2645	4	**661**	0	2645	4	**661**	0	2645	4	**661**
	Through-Right		0							0				0				0	
	Right	396	1	229	7	403	236	155	559	1	347	8	567	1	355	-1	566	1	354
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	524	2	**288**	7	531	**292**	219	754	2	**415**	8	762	2	**419**	-1	761	2	**419**
	Left-Through		0							0				0				0	
	Through	1161	3	349	0	1161	349	69	1253	3	374	0	1253	3	374	0	1253	3	374
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	0	241	0	241	0	241	0	241	0	241	0	241
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	199	1	**199**	0	199	**199**	0	203	1	203	0	203	1	203	0	203	1	203
	Left-Through		0							0				0				0	
	Through	325	2	134	7	332	137	166	498	2	**194**	8	506	2	**197**	-1	505	2	**196**
	Through-Right		1							1				1				1	
	Right	78	0	78	0	78	78	4	84	0	84	0	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	303	2	167	1	304	167	76	385	2	**212**	1	386	2	**212**	0	386	2	**212**
	Left-Through		0							0				0				0	
	Through	142	2	71	1	143	72	63	208	2	104	1	209	2	105	0	209	2	105
	Through-Right		0							0				0				0	
	Right	781	2	**142**	1	782	**138**	75	872	2	65	1	873	2	61	0	873	2	61
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		931	*North-South:*		935	*North-South:*			1076	*North-South:*			1080	*North-South:*			1080
		East-West:		341	*East-West:*		337	*East-West:*			406	*East-West:*			409	*East-West:*			408
		SUM:		1272	*SUM:*		1272	*SUM:*			1482	*SUM:*			1489	*SUM:*			1488
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.925				1.078				1.083				1.082
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.825**				**0.978**				**0.983**				**0.982**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LINCOLN BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
21	East-West Street:	JEFFERSON BLVD.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	8	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	1596	4	399	0	1596	399	73	1701	4	425	0	1701	4	425	0	1701	4	425
	Through-Right		0							0				0				0	
	Right	298	1	0	1	299	0	73	377	1	0	1	378	1	0	0	378	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	486	2	147	1	487	147	101	597	2	180	1	598	2	181	0	598	2	181
	Left-Through		0							0				0				0	
	Through	1989	3	**663**	0	1989	**663**	30	2059	3	**686**	0	2059	3	**686**	0	2059	3	**686**
	Through-Right		1							1				1				1	
	Right	685	0	615	0	685	615	0	699	0	628	0	699	0	628	0	699	0	628
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	70	1	70	0	70	70	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	170	2	**85**	1	171	**85**	75	248	2	**113**	1	249	2	**113**	0	249	2	**113**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	4	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	563	2	**310**	6	569	**313**	185	759	2	**417**	7	766	2	**421**	-1	765	2	**421**
	Left-Through		0							0				0				0	
	Through	435	2	218	6	441	221	191	635	2	318	7	642	2	321	-1	641	2	321
	Through-Right		0							0				0				0	
	Right	769	2	276	6	775	279	240	1024	2	383	7	1031	2	386	-1	1030	2	386
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		690	*North-South:*		690	*North-South:*			722	*North-South:*			722	*North-South:*			722
		East-West:		395	*East-West:*		398	*East-West:*			530	*East-West:*			534	*East-West:*			534
		SUM:		1085	*SUM:*		1088	*SUM:*			1252	*SUM:*			1256	*SUM:*			1256
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.791				0.911				0.913				0.913
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.691**				**0.811**				**0.813**				**0.813**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	62	1	**62**	0	62	**62**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	59	1	51	0	59	51	0	60	1	52	0	60	1	52	0	60	1	52
Left-Through-Right		0							0				0				0	
Left-Right																		
SOUTHBOUND																		
Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49	0	49	1	49
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	311	1	**290**	0	311	**290**	1	318	1	**296**	0	318	1	**296**	0	318	1	**296**
Left-Through-Right		0							0				0				0	
Left-Right																		
EASTBOUND																		
Left	42	1	**42**	0	42	**42**	1	44	1	**44**	0	44	1	**44**	0	44	1	**44**
Left-Through		0							0				0				0	
Through	553	1	283	5	558	286	103	667	1	340	5	672	1	343	0	672	1	343
Through-Right		1							1				1				1	
Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
Left-Through-Right		0							0				0				0	
Left-Right																		
WESTBOUND																		
Left	17	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
Left-Through		0							0				0				0	
Through	2146	1	**1081**	35	2181	**1099**	238	2427	1	**1222**	39	2466	1	**1241**	-4	2462	1	**1239**
Through-Right		1							1				1				1	
Right	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
Left-Through-Right		0							0				0				0	
Left-Right																		
CRITICAL VOLUMES	*North-South:*		352	*North-South:*		352	*North-South:*			359	*North-South:*			359	*North-South:*			359
	East-West:		1123	*East-West:*		1141	*East-West:*			1266	*East-West:*			1285	*East-West:*			1283
	SUM:		1475	*SUM:*		1493	*SUM:*			1625	*SUM:*			1644	*SUM:*			1642
VOLUME/CAPACITY *(V/C)* RATIO:			0.983			0.995				1.083				1.096				1.095
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.983			0.995				1.083				1.096				1.095
LEVEL OF SERVICE (LOS):			E			E				F				F				F

	NB--	SB--	EB--	WB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	0	0	0	0	0
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — Δ*v/c* after mitigation: 0.012

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	31	1	**13**	0	31	**13**	0	32	1	**13**	0	32	1	**13**	0	32	1	**13**
Left-Through-Right		0							0				0				0	
Left-Right																		
SOUTHBOUND																		
Left	22	1	**22**	0	22	**22**	0	22	1	**22**	0	22	1	**22**	0	22	1	**22**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	85	1	0	0	85	0	1	88	1	0	0	88	1	0	0	88	1	0
Left-Through-Right		0							0				0				0	
Left-Right																		
EASTBOUND																		
Left	493	1	493	0	493	493	1	504	1	504	0	504	1	504	0	504	1	504
Left-Through		0							0				0				0	
Through	1569	1	**813**	29	1598	**827**	252	1853	1	**955**	33	1886	1	**972**	-4	1882	1	**970**
Through-Right		1							1				1				1	
Right	56	0	56	0	56	56	0	57	0	57	0	57	0	57	0	57	0	57
Left-Through-Right		0							0				0				0	
Left-Right																		
WESTBOUND																		
Left	37	1	**37**	0	37	**37**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
Left-Through		0							0				0				0	
Through	672	1	357	6	678	360	126	812	1	428	7	819	1	431	-1	818	1	431
Through-Right		1							1				1				1	
Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43	0	43	0	43
Left-Through-Right		0							0				0				0	
Left-Right																		
CRITICAL VOLUMES	*North-South:*		35	*North-South:*		35	*North-South:*			35	*North-South:*			35	*North-South:*			35
	East-West:		850	*East-West:*		864	*East-West:*			993	*East-West:*			1010	*East-West:*			1008
	SUM:		885	*SUM:*		899	*SUM:*			1028	*SUM:*			1045	*SUM:*			1043
VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.599				0.685				0.697				0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.590			0.599				0.685				0.697				0.695
LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.012 — *Δv/c* after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2	2		2	2		2	2	2		2	2	2		2	2	2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		2	2		2	2		2	2	2		2	2	2		2	2	2
	Override Capacity		0	0		0	0		0	0	0		0	0	0		0	0	0
NORTHBOUND	Left	433	0	**433**	0	433	**433**	4	446	0	**446**	0	446	0	**446**	0	446	0	**446**
	Left-Through		0							0				0				0	
	Through	65	0	540	0	65	540	0	66	0	555	0	66	0	555	0	66	0	555
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		0							0				0				0	
	Through	107	0	**253**	0	107	**253**	0	109	0	**258**	0	109	0	**258**	0	109	0	**258**
	Through-Right		0							0				0				0	
	Right	113	0	0	0	113	0	0	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
EASTBOUND	Left	31	1	**31**	0	31	**31**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	505	1	328	5	510	331	98	613	1	387	5	618	1	389	0	618	1	389
	Through-Right		1							1				1				1	
	Right	151	0	151	0	151	151	6	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1615	1	**830**	35	1650	**848**	234	1881	1	**964**	39	1920	1	**983**	-4	1916	1	**981**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		686	*North-South:*		686	*North-South:*			704	*North-South:*			704	*North-South:*			704
		East-West:		861	*East-West:*		879	*East-West:*			996	*East-West:*			1015	*East-West:*			1013
		SUM:		1547	*SUM:*		1565	*SUM:*			1700	*SUM:*			1719	*SUM:*			1717
	VOLUME/CAPACITY *(V/C)* RATIO:			1.031			1.043				1.133				1.146				1.145
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.931			0.943				1.033				1.046				1.045
	LEVEL OF SERVICE (LOS):			E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — *Δv/c* after mitigation: 0.012

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2	2		2	2		2	2	2		2	2	2		2	2	2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		2	2		2	2		2	2	2		2	2	2		2	2	2
	Override Capacity		0	0		0	0		0	0	0		0	0	0		0	0	0
NORTHBOUND	Left	136	0	136	0	136	136	6	145	0	145	0	145	0	145	0	145	0	145
	Left-Through		0							0				0				0	
	Through	206	0	397	0	206	397	0	210	0	411	0	210	0	411	0	210	0	411
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		0							0				0				0	
	Through	122	0	197	0	122	197	0	124	0	201	0	124	0	201	0	124	0	201
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
EASTBOUND	Left	178	1	178	0	178	178	0	182	1	182	0	182	1	182	0	182	1	182
	Left-Through		0							0				0				0	
	Through	983	1	695	29	1012	710	246	1249	1	835	33	1282	1	851	-4	1278	1	849
	Through-Right		1							1				1				1	
	Right	407	0	407	0	407	407	5	420	0	420	0	420	0	420	0	420	0	420
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	565	1	307	6	571	310	120	696	1	373	7	703	1	377	-1	702	1	376
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	North-South:		430	North-South:		430	North-South:			445	North-South:			445	North-South:			445
		East-West:		750	East-West:		765	East-West:			891	East-West:			907	East-West:			905
		SUM:		1180	SUM:		1195	SUM:			1336	SUM:			1352	SUM:			1350
	VOLUME/CAPACITY (V/C) RATIO:			0.787			0.797				0.891				0.901				0.900
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.687			0.697				0.791				0.801				0.800
	LEVEL OF SERVICE (LOS):			B			B				C				D				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	258	2	**142**	0	258	**142**	12	275	2	**151**	0	275	2	**151**	0	275	2	**151**
	Left-Through		0							0				0				0	
	Through	861	2	326	0	861	326	23	901	2	343	0	901	2	343	0	901	2	343
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	9	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	38	1	38	0	38	38	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	822	2	**374**	0	822	**374**	23	862	2	**431**	0	862	2	**431**	0	862	2	**431**
	Through-Right		1							0				0				0	
	Right	301	0	301	0	301	301	12	319	1	225	0	319	1	225	0	319	1	225
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	151	1	**151**	0	151	**151**	17	171	2	**94**	0	171	2	**94**	0	171	2	**94**
	Left-Through		0							0				0				0	
	Through	434	2	156	5	439	158	75	518	2	187	5	523	2	188	0	523	2	188
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	6	42	0	42	0	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	161	1	161	0	161	161	8	172	2	95	0	172	2	95	0	172	2	95
	Left-Through		0							0				0				0	
	Through	1285	2	**432**	35	1320	**443**	208	1519	2	**510**	39	1558	2	**523**	-4	1554	2	**521**
	Through-Right		1							1				1				1	
	Right	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		516	*North-South:*		516	*North-South:*			582	*North-South:*			582	*North-South:*			582
		East-West:		583	*East-West:*		594	*East-West:*			604	*East-West:*			617	*East-West:*			615
		SUM:		1099	*SUM:*		1110	*SUM:*			1186	*SUM:*			1199	*SUM:*			1197
	VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.807				0.863				0.872				0.871
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.699**			**0.707**				**0.763**				**0.772**				**0.771**
	LEVEL OF SERVICE (LOS):			**B**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 **Δ*v/c* after mitigation:** 0.008

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LA TIJERA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
28	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	2	76	0	139	76	12	154	2	85	0	154	2	85	0	154	2	85
	Left-Through		0							0				0				0	
	Through	1104	2	**450**	0	1104	**450**	23	1149	2	**469**	0	1149	2	**469**	0	1149	2	**469**
	Through-Right		1							1				1				1	
	Right	247	0	247	0	247	247	5	257	0	257	0	257	0	257	0	257	0	257
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	177	1	**177**	0	177	1	**177**	0	177	1	**177**
	Left-Through		0							0				0				0	
	Through	876	2	326	0	876	326	22	916	2	458	0	916	2	458	0	916	2	458
	Through-Right		1							0				0				0	
	Right	102	0	102	0	102	102	18	122	1	7	0	122	1	7	0	122	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	190	1	190	0	190	190	15	209	2	115	0	209	2	115	0	209	2	115
	Left-Through		0							0				0				0	
	Through	898	2	**312**	29	927	**322**	217	1133	2	**395**	33	1166	2	**406**	-4	1162	2	**405**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	14	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	143	1	**143**	0	143	**143**	7	153	2	**84**	0	153	2	**84**	0	153	2	**84**
	Left-Through		0							0				0				0	
	Through	650	2	221	6	656	223	91	754	2	255	7	761	2	258	-1	760	2	257
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		624	*North-South:*		624	*North-South:*			646	*North-South:*			646	*North-South:*			646
		East-West:		455	*East-West:*		465	*East-West:*			479	*East-West:*			490	*East-West:*			489
		SUM:		1079	*SUM:*		1089	*SUM:*			1125	*SUM:*			1136	*SUM:*			1135
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.792				0.818				0.826				0.825
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.692**				**0.718**				**0.726**				**0.725**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	2	**238**	0	433	**238**	11	453	2	**249**	0	453	2	**249**	0	453	2	**249**
	Left-Through		0							0				0				0	
	Through	1572	2	531	0	1572	531	19	1623	2	548	0	1623	2	548	0	1623	2	548
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	86	1	86	0	86	86	8	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1986	2	**666**	0	1986	**666**	3	2029	2	**681**	0	2029	2	**681**	0	2029	2	**681**
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	352	2	156	5	357	157	77	436	2	186	5	441	2	188	0	441	2	188
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	5	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	236	1	236	0	236	236	0	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	1147	2	**574**	35	1182	**591**	206	1376	2	**688**	39	1415	2	**708**	-4	1411	2	**706**
	Through-Right		0							0				0				0	
	Right	270	1	227	0	270	227	6	281	1	233	0	281	1	233	0	281	1	233
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		904	*North-South:*		904	*North-South:*			930	*North-South:*			930	*North-South:*			930
		East-West:		574	*East-West:*		591	*East-West:*			688	*East-West:*			708	*East-West:*			706
		SUM:		1478	*SUM:*		1495	*SUM:*			1618	*SUM:*			1638	*SUM:*			1636
VOLUME/CAPACITY *(V/C)* RATIO:				1.075			1.087				1.177				1.191				1.190
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.975			0.987				1.077				1.091				1.090
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.014 — $\Delta v/c$ after mitigation: 0.013

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
29	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	2	**76**	0	138	**76**	9	150	2	**83**	0	150	2	**83**	0	150	2	**83**
	Left-Through		0							0				0				0	
	Through	1311	2	469	0	1311	469	4	1341	2	479	0	1341	2	479	0	1341	2	479
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	0	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	200	1	200	0	200	200	8	212	1	212	0	212	1	212	0	212	1	212
	Left-Through		0							0				0				0	
	Through	1903	2	**640**	0	1903	**640**	17	1958	2	**658**	0	1958	2	**658**	0	1958	2	**658**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1184	2	**447**	29	1213	**456**	210	1418	2	**529**	33	1451	2	**540**	-4	1447	2	**539**
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	11	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	108	1	**108**	0	108	**108**	0	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	677	2	339	6	683	342	88	779	2	390	7	786	2	393	-1	785	2	393
	Through-Right		0							0				0				0	
	Right	150	1	50	0	150	50	9	162	1	56	0	162	1	56	0	162	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		716	*North-South:*			741	*North-South:*			741	*North-South:*			741
		East-West:		555	*East-West:*		564	*East-West:*			639	*East-West:*			650	*East-West:*			649
		SUM:		1271	*SUM:*		1280	*SUM:*			1380	*SUM:*			1391	*SUM:*			1390
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.931				1.004				1.012				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.824**			**0.831**				**0.904**				**0.912**				**0.911**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	1071	2	**428**	0	1071	**421**	142	1235	2	**441**	0	1235	2	**434**	0	1235	2	**435**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	293	2	161	12	305	168	133	432	2	**238**	13	445	2	**245**	-1	444	2	**244**
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	74	748	2	374	0	748	2	374	0	748	2	374
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	180	2	90	87	267	134	284	468	2	**234**	96	564	2	**282**	-9	555	2	**278**
	Through-Right		0							0				0				0	
	Right	28	2	0	0	28	0	0	29	2	0	0	29	2	0	0	29	2	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		428	*North-South:*		421	*North-South:*			441	*North-South:*			434	*North-South:*			435
		East-West:		331	*East-West:*		331	*East-West:*			472	*East-West:*			527	*East-West:*			522
		SUM:		759	*SUM:*		752	*SUM:*			913	*SUM:*			961	*SUM:*			957
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.528				0.641				0.674				0.672
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.428**				**0.541**				**0.574**				**0.572**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.033	∆*v/c* after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	I-405 SB RAMPS	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
30	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	19	1	19	0	19	19	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	663	2	**66**	0	663	**26**	111	787	2	0	0	787	2	0	0	787	2	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	544	2	**299**	73	617	**339**	502	1057	2	**581**	82	1139	2	**626**	-9	1130	2	**622**
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	203	930	2	465	0	930	2	465	0	930	2	465
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	182	2	**91**	15	197	**99**	117	303	2	**152**	17	320	2	**160**	-2	318	2	**159**
	Through-Right		0							0				0				0	
	Right	105	2	49	0	105	49	0	107	2	50	0	107	2	50	0	107	2	50
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		66	*North-South:*		26	*North-South:*			19	*North-South:*			19	*North-South:*			19
		East-West:		390	*East-West:*		438	*East-West:*			733	*East-West:*			786	*East-West:*			781
		SUM:		456	*SUM:*		464	*SUM:*			752	*SUM:*			805	*SUM:*			800
VOLUME/CAPACITY *(V/C)* RATIO:				0.320			0.326				0.528				0.565				0.561
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.220**			**0.226**				**0.428**				**0.465**				**0.461**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.037	∆*v/c* after mitigation:	0.033
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2	
Override Capacity			0			0				0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	2800	3	**933**	35	2835	**945**	253	3109	3	**1036**	39	3148	3	**1049**	-4	3144	3	**1048**
	Through-Right		0							0				0				0	
	Right	825	1	0	0	825	0	101	943	1	0	0	943	1	0	0	943	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	181	2	**100**	12	193	**106**	88	273	2	**150**	13	286	2	**157**	-1	285	2	**157**
	Left-Through		0							0				0				0	
	Through	1069	3	356	5	1074	358	141	1231	3	410	5	1236	3	412	0	1236	3	412
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	758	3	**265**	0	758	**265**	56	829	3	**290**	0	829	3	**290**	0	829	3	**290**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	142	1	42	87	229	123	188	333	1	183	96	429	1	272	-9	420	1	263
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES			*North-South:*	1033		*North-South:*	1051		*North-South:*		1186		*North-South:*		1206		*North-South:*		1205
			East-West:	265		*East-West:*	265		*East-West:*		290		*East-West:*		290		*East-West:*		290
			SUM:	1298		*SUM:*	1316		*SUM:*		1476		*SUM:*		1496		*SUM:*		1495
VOLUME/CAPACITY *(V/C)* RATIO:				0.911			0.924				1.036				1.050				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.811**			**0.824**				**0.936**				**0.950**				**0.949**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.013
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
31	East-West Street:	HOWARD HUGHES PKWY.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1490	3	497	6	1496	499	209	1729	3	**576**	7	1736	3	**579**	-1	1735	3	**578**
Through-Right		0							0				0				0	
Right	616	1	0	0	616	0	72	700	1	0	0	700	1	0	0	700	1	0
Left-Through-Right		0							0				0				0	
Left-Right																		
SOUTHBOUND																		
Left	569	2	313	73	642	353	363	943	2	**519**	82	1025	2	**564**	-9	1016	2	**559**
Left-Through		0							0				0				0	
Through	2627	3	**876**	29	2656	**885**	328	3008	3	1003	33	3041	3	1014	-4	3037	3	1012
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right																		
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right																		
WESTBOUND																		
Left	643	3	**225**	0	643	**225**	150	806	3	**282**	0	806	3	**282**	0	806	3	**282**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	93	1	0	15	108	0	68	163	1	0	17	180	1	0	-2	178	1	0
Left-Through-Right		0							0				0				0	
Left-Right																		
CRITICAL VOLUMES	*North-South:*		876	*North-South:*		885	*North-South:*			1095	*North-South:*			1143	*North-South:*			1137
	East-West:		225	*East-West:*		225	*East-West:*			282	*East-West:*			282	*East-West:*			282
	SUM:		1101	*SUM:*		1110	*SUM:*			1377	*SUM:*			1425	*SUM:*			1419
VOLUME/CAPACITY *(V/C)* RATIO:			0.773			0.779				0.966				1.000				0.996
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.673**			**0.679**				**0.866**				**0.900**				**0.896**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--
No. of Phases		3		3		3		3		3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	1	0	1	0	1	0	1	0	1	0
	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2
Override Capacity		0		0		0		0		0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.034 — Δ*v/c* after mitigation: 0.030

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	3	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	2400	2	**801**	35	2435	**813**	316	2764	2	**923**	39	2803	2	**936**	-4	2799	2	**935**
	Through-Right		1							1				1				1	
	Right	4	0	4	0	4	4	1	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	37	1	**37**	0	37	**37**	5	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	1460	3	487	5	1465	488	177	1666	3	555	5	1671	3	557	0	1671	3	557
	Through-Right		0							0				0				0	
	Right	240	1	41	0	240	41	16	261	1	53	0	261	1	53	0	261	1	53
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	724	2	**398**	0	724	**398**	19	758	2	**417**	0	758	2	**417**	0	758	2	**417**
	Left-Through		0							0				0				0	
	Through	34	1	34	0	34	34	0	35	1	35	0	35	1	35	0	35	1	35
	Through-Right		0							0				0				0	
	Right	45	1	33	0	45	33	3	49	1	36	0	49	1	36	0	49	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	20	1	20	0	20	20	2	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	55	1	55	0	55	55	1	57	1	57	0	57	1	57	0	57	1	57
	Through-Right		0							0				0				0	
	Right	407	1	**389**	0	407	**389**	8	423	1	**402**	0	423	1	**402**	0	423	1	**402**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		838	*North-South:*		850	*North-South:*			966	*North-South:*			979	*North-South:*			978
		East-West:		787	*East-West:*		787	*East-West:*			819	*East-West:*			819	*East-West:*			819
		SUM:		1625	*SUM:*		1637	*SUM:*			1785	*SUM:*			1798	*SUM:*			1797
VOLUME/CAPACITY *(V/C)* RATIO:				1.140			1.149				1.253				1.262				1.261
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.040			1.049				1.153				1.162				1.161
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — $\Delta v/c$ after mitigation: 0.008

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
32	East-West Street:	76TH ST.-77TH ST.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

No. of Phases			3			3			3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	2	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	1665	2	569	6	1671	571	254	1952	2	665	7	1959	2	667	-1	1958	2	667
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	1	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	178	1	178	0	178	178	19	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	2573	3	**858**	29	2602	**867**	421	3046	3	**1015**	33	3079	3	**1026**	-4	3075	3	**1025**
	Through-Right		0							0				0				0	
	Right	367	1	310	0	367	310	28	402	1	339	0	402	1	339	0	402	1	339
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	208	2	**114**	0	208	**114**	18	230	2	**127**	0	230	2	**127**	0	230	2	**127**
	Left-Through		0							0				0				0	
	Through	64	1	64	0	64	64	1	66	1	66	0	66	1	66	0	66	1	66
	Through-Right		0							0				0				0	
	Right	67	1	39	0	67	39	2	70	1	41	0	70	1	41	0	70	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	28	1	28	0	28	28	1	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	41	1	**41**	0	41	**41**	1	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Through-Right		0							0				0				0	
	Right	64	1	0	0	64	0	6	71	1	0	0	71	1	0	0	71	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	*North-South:*		914	*North-South:*		923	*North-South:*			1074	*North-South:*			1085	*North-South:*			1084
		East-West:		155	*East-West:*		155	*East-West:*			170	*East-West:*			170	*East-West:*			170
		SUM:		1069	*SUM:*		1078	*SUM:*			1244	*SUM:*			1255	*SUM:*			1254
	VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.756				0.873				0.881				0.880
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.650**			**0.656**				**0.773**				**0.781**				**0.780**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	309	1	**309**	0	309	**309**	8	323	1	323	0	323	1	323	0	323	1	323
	Left-Through		0							0				0				0	
	Through	1548	3	516	24	1572	524	140	1719	3	**573**	27	1746	3	**582**	-3	1743	3	**581**
	Through-Right		0							0				0				0	
	Right	94	1	34	0	94	34	9	105	1	35	0	105	1	35	0	105	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	167	1	167	1	168	168	63	233	1	**233**	1	234	1	**234**	0	234	1	**234**
	Left-Through		0							0				0				0	
	Through	1328	3	**443**	3	1331	**444**	63	1418	3	473	4	1422	3	474	-1	1421	3	474
	Through-Right		0							0				0				0	
	Right	170	1	135	1	171	135	26	199	1	148	1	200	1	148	0	200	1	148
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	127	2	**70**	4	131	**72**	55	185	2	**102**	4	189	2	**104**	0	189	2	**104**
	Left-Through		0							0				0				0	
	Through	586	1	338	0	586	338	24	622	1	358	0	622	1	358	0	622	1	358
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	2	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	60	1	60	0	60	60	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	845	1	**579**	0	845	**581**	43	905	1	**651**	0	905	1	**653**	0	905	1	**653**
	Through-Right		1							1				1				1	
	Right	312	0	312	4	316	316	78	396	0	396	4	400	0	400	0	400	0	400
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South:		752	North-South:		753	North-South:			806	North-South:			816	North-South:			815
		East-West:		649	East-West:		653	East-West:			753	East-West:			757	East-West:			757
		SUM:		1401	SUM:		1406	SUM:			1559	SUM:			1573	SUM:			1572
VOLUME/CAPACITY (V/C) RATIO:				1.019			1.023				1.134				1.144				1.143
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.919**			**0.923**				**1.034**				**1.044**				**1.043**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

WITH MITIGATION (10% TDM)

I/S #:	North-South Street:	SEPULVEDA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
33	East-West Street:	MANCHESTER AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 3 SB--		0	NB-- 3 SB--		0		NB-- 3 SB--		0		NB-- 3 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	172	1	172	0	172	172	5	180	1	180	0	180	1	180	0	180	1	180
	Left-Through		0							0				0				0	
	Through	1396	3	**465**	4	1400	**467**	121	1545	3	**515**	5	1550	3	**517**	-1	1549	3	**516**
	Through-Right		0							0				0				0	
	Right	113	1	18	0	113	18	7	122	1	18	0	122	1	18	0	122	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	306	1	**306**	3	309	**309**	96	408	1	**408**	3	411	1	**411**	0	411	1	**411**
	Left-Through		0							0				0				0	
	Through	1646	3	549	21	1667	556	174	1853	3	618	23	1876	3	625	-2	1874	3	625
	Through-Right		0							0				0				0	
	Right	274	1	218	3	277	221	81	361	1	293	3	364	1	296	0	364	1	296
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	204	2	112	1	205	113	39	247	2	136	1	248	2	136	0	248	2	136
	Left-Through		0							0				0				0	
	Through	834	1	**476**	0	834	**476**	35	886	1	**507**	0	886	1	**507**	0	886	1	**507**
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	8	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	95	1	**95**	0	95	**95**	7	104	1	**104**	0	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	573	1	385	0	573	385	32	617	1	441	0	617	1	442	0	617	1	442
	Through-Right		1							1				1				1	
	Right	196	0	196	1	197	197	65	265	0	265	1	266	0	266	0	266	0	266
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	North-South:		771	North-South:		776	North-South:			923	North-South:			928	North-South:			927
		East-West:		571	East-West:		571	East-West:			611	East-West:			611	East-West:			611
		SUM:		1342	SUM:		1347	SUM:			1534	SUM:			1539	SUM:			1538
	VOLUME/CAPACITY (*V/C*) RATIO:			0.976			0.980				1.116				1.119				1.119
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.876**			**0.880**				**1.016**				**1.019**				**1.019**
	LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATIONS (10% TDM + PHYSICAL IMPROVEMENTS)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	62	**62**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	59	1	51	0	59	51	0	60	1	52	0	60	1	52	0	60	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	311	1	**290**	0	311	**290**	1	318	1	**296**	0	318	1	**296**	0	318	1	**296**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	42	1	**42**	0	42	**42**	1	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	553	1	283	5	558	286	103	667	1	340	5	672	1	343	0	672	1	343
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	17	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	2146	1	**1081**	35	2181	**1099**	238	2427	1	**1222**	39	2466	1	**1241**	-4	2462	2	**826**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		352	*North-South:*		352	*North-South:*			359	*North-South:*			359	*North-South:*			359
		East-West:		1123	*East-West:*		1141	*East-West:*			1266	*East-West:*			1285	*East-West:*			870
		SUM:		1475	*SUM:*		1493	*SUM:*			1625	*SUM:*			1644	*SUM:*			1229
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			0.995				1.083				1.096				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.983			0.995				1.083				1.096				0.819
LEVEL OF SERVICE (LOS):				E			E				F				F				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	-0.264
Significant impacted?	YES	Fully mitigated?	YES

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATIONS (10% TDM + PHYSICAL IMPROVEMENTS)

I/S #:	North-South Street:	SHERBOURNE DR.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
26	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	31	1	**13**	0	31	**13**	0	32	1	**13**	0	32	1	**13**	0	32	1	**13**
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	22	1	**22**	0	22	**22**	0	22	1	**22**	0	22	1	**22**	0	22	1	**22**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	85	1	0	0	85	0	1	88	1	0	0	88	1	0	0	88	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	493	1	493	0	493	493	1	504	1	504	0	504	1	504	0	504	1	504
	Left-Through		0							0				0				0	
	Through	1569	1	**813**	29	1598	**827**	252	1853	1	**955**	33	1886	1	**972**	-4	1882	1	**970**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	37	1	**37**	0	37	**37**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	672	1	357	6	678	360	126	812	1	428	7	819	1	431	-1	818	2	287
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South:		35	North-South:		35	North-South:			35	North-South:			35	North-South:			35
		East-West:		850	East-West:		864	East-West:			993	East-West:			1010	East-West:			1008
		SUM:		885	SUM:		899	SUM:			1028	SUM:			1045	SUM:			1043
VOLUME/CAPACITY (V/C) RATIO:				0.590			0.599				0.685				0.697				0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.590			0.599				0.685				0.697				0.695
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.012 — Δ*v/c* after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

WITH MITIGATIONS (10% TDM + PHYSICAL IMPROVEMENTS)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Entrada Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	433	0	**433**	0	433	**433**	4	446	0	**446**	0	446	0	**446**	0	446	0	**446**
	Left-Through		0							0				0				0	
	Through	65	0	540	0	65	540	0	66	0	555	0	66	0	555	0	66	0	555
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		0							0				0				0	
	Through	107	0	**253**	0	107	**253**	0	109	0	**258**	0	109	0	**258**	0	109	0	**258**
	Through-Right		0							0				0				0	
	Right	113	0	0	0	113	0	0	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
EASTBOUND	Left	31	1	**31**	0	31	**31**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	505	1	328	5	510	331	98	613	1	387	5	618	1	389	0	618	1	389
	Through-Right		1							1				1				1	
	Right	151	0	151	0	151	151	6	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1615	1	**830**	35	1650	**848**	234	1881	1	**964**	39	1920	1	**983**	-4	1916	2	**654**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		686	*North-South:*		686	*North-South:*			704	*North-South:*			704	*North-South:*			704
		East-West:		861	*East-West:*		879	*East-West:*			996	*East-West:*			1015	*East-West:*			686
		SUM:		1547	*SUM:*		1565	*SUM:*			1700	*SUM:*			1719	*SUM:*			1390
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.043				1.133				1.146				0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.931			0.943				1.033				1.046				0.827
LEVEL OF SERVICE (LOS):				E			E				F				F				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — Δ*v/c* after mitigation: -0.206

Significant impacted? YES — Fully mitigated? YES

Level of Service Workheet
(Circular 212 Method)

WITH MITIGATIONS (10% TDM + PHYSICAL IMPROVEMENTS)

I/S #:	North-South Street:	ALVERN ST.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	Crain & Associate	Date:	5/26/2016
27	East-West Street:	CENTINELA AVE.	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Entrada Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	136	0	136	0	136	136	6	145	0	145	0	145	0	145	0	145	0	145
	Left-Through		0							0				0				0	
	Through	206	0	397	0	206	397	0	210	0	411	0	210	0	411	0	210	0	411
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
SOUTHBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		0							0				0				0	
	Through	122	0	197	0	122	197	0	124	0	201	0	124	0	201	0	124	0	201
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right																		
EASTBOUND	Left	178	1	178	0	178	178	0	182	1	182	0	182	1	182	0	182	1	182
	Left-Through		0							0				0				0	
	Through	983	1	695	29	1012	710	246	1249	1	835	33	1282	1	851	-4	1278	1	849
	Through-Right		1							1				1				1	
	Right	407	0	407	0	407	407	5	420	0	420	0	420	0	420	0	420	0	420
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	55	1	55	0	55	55	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	565	1	307	6	571	310	120	696	1	373	7	703	1	377	-1	702	2	251
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	CRITICAL VOLUMES	North-South:		430	North-South:		430	North-South:			445	North-South:			445	North-South:			445
		East-West:		750	East-West:		765	East-West:			891	East-West:			907	East-West:			905
		SUM:		1180	SUM:		1195	SUM:			1336	SUM:			1352	SUM:			1350
	VOLUME/CAPACITY (V/C) RATIO:			0.787			0.797				0.891				0.901				0.900
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.687			0.697				0.791				0.801				0.800
	LEVEL OF SERVICE (LOS):			B			B				C				D				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

CMA CALCULATION SUMMARY SHEETS FOR

LA COUNTY INTERSECTIONS

(APPROVED PROJECT)

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	80	3128	89	0
EASTBOUND	4	1203	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1072	1072	N/A	N/A
EASTBOUND	4	N/A	404	404	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1076
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1395

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.979

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	39	2066	0	0
EASTBOUND	0	1475	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1136	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	689	N/A	N/A	N/A
EASTBOUND	N/A	N/A	320	320	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	570	570	N/A

EAST-WEST CRITICAL VOLUMES 689
NORTH-SOUTH CRITICAL VOLUMES 570

THE SUM OF CRITICAL VOLUMES 1259

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.884

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1800	42	0
EASTBOUND	385	887	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	450	N/A	42	N/A
EASTBOUND	212	N/A	296	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 662
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 960

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.674

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	157	1252	93	191
EASTBOUND	542	1008	161	26
NORTHBOUND	48	74	0	49
SOUTHBOUND	348	372	584	298

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	86	N/A	417	N/A	93	N/A
EASTBOUND	298	N/A	336	N/A	161	N/A
NORTHBOUND	26	N/A	25	N/A	0	N/A
SOUTHBOUND	191	N/A	186	N/A	584	N/A

EAST-WEST CRITICAL VOLUMES 715
NORTH-SOUTH CRITICAL VOLUMES 610

THE SUM OF CRITICAL VOLUMES 1325

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.864

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	17	2146	16	0
EASTBOUND	42	553	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1081	1081	N/A	N/A
EASTBOUND	42	N/A	283	283	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1123
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1475

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.983

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	15	1615	45	0
EASTBOUND	31	505	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	830	830	N/A	N/A
EASTBOUND	31	N/A	328	328	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 861
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1547

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.931

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	161	1285	10	0
EASTBOUND	151	434	35	0
NORTHBOUND	258	861	118	0
SOUTHBOUND	38	822	301	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	432	432	N/A	N/A
EASTBOUND	151	N/A	156	156	N/A	N/A
NORTHBOUND	142	N/A	326	326	N/A	N/A
SOUTHBOUND	38	N/A	374	374	N/A	N/A

EAST-WEST CRITICAL VOLUMES 583
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1099

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.699

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1677	106	0
EASTBOUND	5	2393	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	594	594	N/A	N/A
EASTBOUND	5	N/A	801	801	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 934
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1213

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.851

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1069	0	0
EASTBOUND	0	2539	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	715	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	356	N/A	N/A	N/A
EASTBOUND	N/A	N/A	524	524	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	372	372	N/A

EAST-WEST CRITICAL VOLUMES	687
NORTH-SOUTH CRITICAL VOLUMES	372
THE SUM OF CRITICAL VOLUMES	1059
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.743
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1160	81	0
EASTBOUND	626	2157	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	290	N/A	81	N/A
EASTBOUND	344	N/A	719	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 719
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 893

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.627

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	32	981	0	288
EASTBOUND	405	1298	0	58
NORTHBOUND	163	332	0	181
SOUTHBOUND	697	63	462	223

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	327	N/A	0	N/A
EASTBOUND	223	N/A	433	N/A	0	N/A
NORTHBOUND	90	N/A	111	N/A	0	N/A
SOUTHBOUND	383	N/A	32	N/A	462	N/A

EAST-WEST CRITICAL VOLUMES 550
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1102

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.701

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	672	42	0
EASTBOUND	493	1569	56	0
NORTHBOUND	29	0	12	19
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	357	357	N/A	N/A
EASTBOUND	493	N/A	812	812	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	12	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 850
NORTH-SOUTH CRITICAL VOLUMES 34
THE SUM OF CRITICAL VOLUMES 884

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.589

LEVEL OF SERVICE ..... A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	55	565	49	0
EASTBOUND	178	983	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	307	307	N/A	N/A
EASTBOUND	178	N/A	695	695	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 750
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1180

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.687

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	143	650	12	0
EASTBOUND	190	898	38	0
NORTHBOUND	139	1104	247	0
SOUTHBOUND	174	876	102	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	221	221	N/A	N/A
EASTBOUND	190	N/A	312	312	N/A	N/A
NORTHBOUND	76	N/A	450	450	N/A	N/A
SOUTHBOUND	174	N/A	326	326	N/A	N/A

EAST-WEST CRITICAL VOLUMES 455
NORTH-SOUTH CRITICAL VOLUMES 624

THE SUM OF CRITICAL VOLUMES 1079

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.685

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3173	89	0
EASTBOUND	4	1209	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1087	1087	N/A	N/A
EASTBOUND	4	N/A	406	406	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1091
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1410

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.989

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	2102	0	0
EASTBOUND	0	1481	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1145	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	701	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	574	574	N/A

EAST-WEST CRITICAL VOLUMES	701
NORTH-SOUTH CRITICAL VOLUMES	574
THE SUM OF CRITICAL VOLUMES	1275
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.895
LEVEL OF SERVICE	D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1836	42	0
EASTBOUND	386	892	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	459	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 671
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 969

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.680

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	157	1256	77	211
EASTBOUND	542	1040	161	26
NORTHBOUND	48	74	0	49
SOUTHBOUND	384	372	584	298

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	86	N/A	419	N/A	77	N/A
EASTBOUND	298	N/A	347	N/A	161	N/A
NORTHBOUND	26	N/A	25	N/A	0	N/A
SOUTHBOUND	211	N/A	186	N/A	584	N/A

EAST-WEST CRITICAL VOLUMES 717
NORTH-SOUTH CRITICAL VOLUMES 610

THE SUM OF CRITICAL VOLUMES 1327

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.865

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	2191	16	0
EASTBOUND	42	559	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1104	1104	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1146
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1498

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.999

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	15	1660	45	0
EASTBOUND	31	511	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	852	852	N/A	N/A
EASTBOUND	31	N/A	331	331	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 883
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1569

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.946

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	161	1330	10	0
EASTBOUND	151	440	35	0
NORTHBOUND	258	861	118	0
SOUTHBOUND	38	822	301	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	447	447	N/A	N/A
EASTBOUND	151	N/A	158	158	N/A	N/A
NORTHBOUND	142	N/A	326	326	N/A	N/A
SOUTHBOUND	38	N/A	374	374	N/A	N/A

EAST-WEST CRITICAL VOLUMES 598
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1114

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.710

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1685	106	0
EASTBOUND	5	2431	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	597	597	N/A	N/A
EASTBOUND	5	N/A	813	813	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 946
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1225

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.860

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1075	0	0
EASTBOUND	0	2577	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	717	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	531	531	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	374	374	N/A

EAST-WEST CRITICAL VOLUMES	694
NORTH-SOUTH CRITICAL VOLUMES	374
THE SUM OF CRITICAL VOLUMES	1068
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.749
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1166	81	0
EASTBOUND	634	2188	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	292	N/A	81	N/A
EASTBOUND	349	N/A	729	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 729
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 903

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.634

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	32	1008	0	311
EASTBOUND	405	1304	0	58
NORTHBOUND	163	332	0	181
SOUTHBOUND	703	63	462	223

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	336	N/A	0	N/A
EASTBOUND	223	N/A	435	N/A	0	N/A
NORTHBOUND	90	N/A	111	N/A	0	N/A
SOUTHBOUND	387	N/A	32	N/A	462	N/A

EAST-WEST CRITICAL VOLUMES 559
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1111

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.708

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	680	42	0
EASTBOUND	493	1607	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	361	361	N/A	N/A
EASTBOUND	493	N/A	832	832	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 869
NORTH-SOUTH CRITICAL VOLUMES 35

THE SUM OF CRITICAL VOLUMES 904

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.603

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	55	573	49	0
EASTBOUND	178	1021	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	311	311	N/A	N/A
EASTBOUND	178	N/A	714	714	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 769
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1199

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.699

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	143	658	12	0
EASTBOUND	190	936	38	0
NORTHBOUND	139	1104	247	0
SOUTHBOUND	174	876	102	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	223	223	N/A	N/A
EASTBOUND	190	N/A	325	325	N/A	N/A
NORTHBOUND	76	N/A	450	450	N/A	N/A
SOUTHBOUND	174	N/A	326	326	N/A	N/A

EAST-WEST CRITICAL VOLUMES 468
NORTH-SOUTH CRITICAL VOLUMES 624

THE SUM OF CRITICAL VOLUMES 1092

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.694

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3519	89	0
EASTBOUND	4	1300	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1203	1203	N/A	N/A
EASTBOUND	4	N/A	436	436	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1207
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1526

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.071

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	43	2339	0	0
EASTBOUND	0	1564	133	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1253	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	43	N/A	780	N/A	N/A	N/A
EASTBOUND	N/A	N/A	339	339	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	628	628	N/A

EAST-WEST CRITICAL VOLUMES 780
NORTH-SOUTH CRITICAL VOLUMES 628

THE SUM OF CRITICAL VOLUMES 1408

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.988

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2046	42	0
EASTBOUND	413	951	0	0
NORTHBOUND	625	1	125	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	512	N/A	42	N/A
EASTBOUND	227	N/A	317	N/A	N/A	N/A
NORTHBOUND	313	313	N/A	N/A	125	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 739
NORTH-SOUTH CRITICAL VOLUMES 313

THE SUM OF CRITICAL VOLUMES 1052

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.738

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	279	1647	52	257
EASTBOUND	663	1218	297	42
NORTHBOUND	76	152	0	103
SOUTHBOUND	467	656	668	365

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	153	N/A	549	N/A	52	N/A
EASTBOUND	365	N/A	406	N/A	297	N/A
NORTHBOUND	42	N/A	51	N/A	0	N/A
SOUTHBOUND	257	N/A	328	N/A	668	N/A

EAST-WEST CRITICAL VOLUMES 914
NORTH-SOUTH CRITICAL VOLUMES 710

THE SUM OF CRITICAL VOLUMES 1624

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.081

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	17	2429	16	0
EASTBOUND	43	662	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	22

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1222	1222	N/A	N/A
EASTBOUND	43	N/A	338	338	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1265
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1617

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 1.078

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	15	1894	45	0
EASTBOUND	31	609	157	0
NORTHBOUND	437	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	970	970	N/A	N/A
EASTBOUND	31	N/A	383	383	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	544
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 1001
NORTH-SOUTH CRITICAL VOLUMES 690

THE SUM OF CRITICAL VOLUMES 1691

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.027

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	169	1538	10	0
EASTBOUND	168	515	41	0
NORTHBOUND	270	884	127	0
SOUTHBOUND	38	845	221	92

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	93	N/A	516	516	N/A	N/A
EASTBOUND	92	N/A	185	185	N/A	N/A
NORTHBOUND	148	N/A	337	337	N/A	N/A
SOUTHBOUND	38	N/A	422	N/A	221	N/A

EAST-WEST CRITICAL VOLUMES 608
NORTH-SOUTH CRITICAL VOLUMES 570

THE SUM OF CRITICAL VOLUMES 1178

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.757

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	133	1817	106	0
EASTBOUND	6	2777	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	641	641	N/A	N/A
EASTBOUND	6	N/A	929	929	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1062
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1341

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.941

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	167	1160	0	0
EASTBOUND	0	2898	103	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	765	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	167	N/A	387	N/A	N/A	N/A
EASTBOUND	N/A	N/A	600	600	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	398	398	N/A

EAST-WEST CRITICAL VOLUMES	767
NORTH-SOUTH CRITICAL VOLUMES	398
THE SUM OF CRITICAL VOLUMES	1165
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.818
LEVEL OF SERVICE	D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1242	81	0
EASTBOUND	733	2411	0	0
NORTHBOUND	106	5	178	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	310	N/A	81	N/A
EASTBOUND	403	N/A	804	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	178	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 804
NORTH-SOUTH CRITICAL VOLUMES 178

THE SUM OF CRITICAL VOLUMES 982

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.689

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	83	1249	0	352
EASTBOUND	577	1782	0	99
NORTHBOUND	362	616	0	297
SOUTHBOUND	741	146	448	317

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	46	N/A	416	N/A	0	N/A
EASTBOUND	317	N/A	594	N/A	0	N/A
NORTHBOUND	199	N/A	205	N/A	0	N/A
SOUTHBOUND	408	N/A	73	N/A	448	N/A

EAST-WEST CRITICAL VOLUMES 733
NORTH-SOUTH CRITICAL VOLUMES 647

THE SUM OF CRITICAL VOLUMES 1380

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.904

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	806	42	0
EASTBOUND	494	1859	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	86

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	424	424	N/A	N/A
EASTBOUND	494	N/A	958	958	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 995
NORTH-SOUTH CRITICAL VOLUMES 35

THE SUM OF CRITICAL VOLUMES 1030

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.687

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	55	693	49	0
EASTBOUND	178	1267	412	0
NORTHBOUND	142	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	371	371	N/A	N/A
EASTBOUND	178	N/A	840	840	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	403
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 895
NORTH-SOUTH CRITICAL VOLUMES 436

THE SUM OF CRITICAL VOLUMES 1331

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.787

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	150	749	12	0
EASTBOUND	205	1153	52	0
NORTHBOUND	151	1127	252	0
SOUTHBOUND	174	898	7	113

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	254	254	N/A	N/A
EASTBOUND	113	N/A	402	402	N/A	N/A
NORTHBOUND	83	N/A	460	460	N/A	N/A
SOUTHBOUND	174	N/A	449	N/A	7	N/A

EAST-WEST CRITICAL VOLUMES 484
NORTH-SOUTH CRITICAL VOLUMES 634

THE SUM OF CRITICAL VOLUMES 1118

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.713

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	80	3169	89	0
EASTBOUND	4	1209	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1086	1086	N/A	N/A
EASTBOUND	4	N/A	406	406	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1090
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1409

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.989

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	2099	0	0
EASTBOUND	0	1481	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	700	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	574	574	N/A

EAST-WEST CRITICAL VOLUMES 700
NORTH-SOUTH CRITICAL VOLUMES 574

THE SUM OF CRITICAL VOLUMES 1274

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.894

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	1833	42	0
EASTBOUND	386	891	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	458	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 670
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 968

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	157	1256	77	210
EASTBOUND	542	1036	161	26
NORTHBOUND	48	74	0	49
SOUTHBOUND	381	372	584	298

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	86	N/A	419	N/A	77	N/A
EASTBOUND	298	N/A	345	N/A	161	N/A
NORTHBOUND	26	N/A	25	N/A	0	N/A
SOUTHBOUND	210	N/A	186	N/A	584	N/A

EAST-WEST CRITICAL VOLUMES 717
NORTH-SOUTH CRITICAL VOLUMES 610

THE SUM OF CRITICAL VOLUMES 1327

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.865

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	17	2187	16	0
EASTBOUND	42	559	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1102	1102	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1144
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1496

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.997

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	15	1656	45	0
EASTBOUND	31	511	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	850	850	N/A	N/A
EASTBOUND	31	N/A	331	331	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 881
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1567

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.945

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	161	1326	10	0
EASTBOUND	151	440	35	0
NORTHBOUND	258	861	118	0
SOUTHBOUND	38	822	301	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	445	445	N/A	N/A
EASTBOUND	151	N/A	158	158	N/A	N/A
NORTHBOUND	142	N/A	326	326	N/A	N/A
SOUTHBOUND	38	N/A	374	374	N/A	N/A

EAST-WEST CRITICAL VOLUMES 596
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1112

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.709

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1684	106	0
EASTBOUND	5	2428	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	597	597	N/A	N/A
EASTBOUND	5	N/A	812	812	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 945
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1224

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.859

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1075	0	0
EASTBOUND	0	2574	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	716	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	531	531	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	373	373	N/A

EAST-WEST CRITICAL VOLUMES	694
NORTH-SOUTH CRITICAL VOLUMES	373
THE SUM OF CRITICAL VOLUMES	1067
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.749
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1166	81	0
EASTBOUND	633	2185	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	292	N/A	81	N/A
EASTBOUND	348	N/A	728	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 728
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.633

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	32	1005	0	309
EASTBOUND	405	1303	0	58
NORTHBOUND	163	332	0	181
SOUTHBOUND	703	63	462	223

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	335	N/A	0	N/A
EASTBOUND	223	N/A	434	N/A	0	N/A
NORTHBOUND	90	N/A	111	N/A	0	N/A
SOUTHBOUND	387	N/A	32	N/A	462	N/A

EAST-WEST CRITICAL VOLUMES 558
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1110

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.707

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	679	42	0
EASTBOUND	493	1604	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	360	360	N/A	N/A
EASTBOUND	493	N/A	830	830	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 867
NORTH-SOUTH CRITICAL VOLUMES 35
THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.601

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	55	572	49	0
EASTBOUND	178	1018	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	310	310	N/A	N/A
EASTBOUND	178	N/A	712	712	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 767
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1197

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.698

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	143	657	12	0
EASTBOUND	190	933	38	0
NORTHBOUND	139	1104	247	0
SOUTHBOUND	174	876	102	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	223	223	N/A	N/A
EASTBOUND	190	N/A	324	324	N/A	N/A
NORTHBOUND	76	N/A	450	450	N/A	N/A
SOUTHBOUND	174	N/A	326	326	N/A	N/A

EAST-WEST CRITICAL VOLUMES 467
NORTH-SOUTH CRITICAL VOLUMES 624

THE SUM OF CRITICAL VOLUMES 1091

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.693

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3169	89	0
EASTBOUND	4	1209	8	0
NORTHBOUND	31	18	0	182
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1086	1086	N/A	N/A
EASTBOUND	4	N/A	406	406	N/A	N/A
NORTHBOUND	31	N/A	18	N/A	0	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1090
NORTH-SOUTH CRITICAL VOLUMES 137
THE SUM OF CRITICAL VOLUMES 1227

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.861

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	2187	16	0
EASTBOUND	42	559	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	734	734	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 776
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1128

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.752

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	15	1656	45	0
EASTBOUND	31	511	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	567	567	N/A	N/A
EASTBOUND	31	N/A	331	331	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 598
NORTH-SOUTH CRITICAL VOLUMES 686
THE SUM OF CRITICAL VOLUMES 1284

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.756

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1718	106	0
EASTBOUND	5	2399	9	0
NORTHBOUND	16	21	102	66
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	608	608	N/A	N/A
EASTBOUND	5	N/A	803	803	N/A	N/A
NORTHBOUND	16	N/A	21	N/A	102	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 936
NORTH-SOUTH CRITICAL VOLUMES 192
THE SUM OF CRITICAL VOLUMES 1128

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.792

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	37	679	42	0
EASTBOUND	493	1604	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	240	240	N/A	N/A
EASTBOUND	493	N/A	830	830	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 867
NORTH-SOUTH CRITICAL VOLUMES 35
THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.601

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 6/16/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH APPROVED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	55	572	49	0
EASTBOUND	178	1018	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	207	207	N/A	N/A
EASTBOUND	178	N/A	712	712	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 767
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1197

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.698

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CMA CALCULATION SUMMARY SHEETS FOR

LA COUNTY INTERSECTIONS

(MODIFIED PROJECT)

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3167	89	0
EASTBOUND	4	1208	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1085	1085	N/A	N/A
EASTBOUND	4	N/A	405	405	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1089
NORTH-SOUTH CRITICAL VOLUMES 319
THE SUM OF CRITICAL VOLUMES 1408

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.988

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	39	2097	0	0
EASTBOUND	0	1480	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1144	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	699	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	574	574	N/A

EAST-WEST CRITICAL VOLUMES 699
NORTH-SOUTH CRITICAL VOLUMES 574

THE SUM OF CRITICAL VOLUMES 1273

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.893

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1831	42	0
EASTBOUND	386	891	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	458	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 670
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 968

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	157	1256	79	208
EASTBOUND	542	1035	161	26
NORTHBOUND	48	74	0	49
SOUTHBOUND	379	372	584	298

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	86	N/A	419	N/A	79	N/A
EASTBOUND	298	N/A	345	N/A	161	N/A
NORTHBOUND	26	N/A	25	N/A	0	N/A
SOUTHBOUND	208	N/A	186	N/A	584	N/A

EAST-WEST CRITICAL VOLUMES 717
NORTH-SOUTH CRITICAL VOLUMES 610
THE SUM OF CRITICAL VOLUMES 1327

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.865

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	2185	16	0
EASTBOUND	42	558	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1100	1100	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1142
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1494

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.996

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	15	1654	45	0
EASTBOUND	31	510	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	850	850	N/A	N/A
EASTBOUND	31	N/A	330	330	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 881
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1567

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.945

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	161	1324	10	0
EASTBOUND	151	439	35	0
NORTHBOUND	258	861	118	0
SOUTHBOUND	38	822	301	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	445	445	N/A	N/A
EASTBOUND	151	N/A	158	158	N/A	N/A
NORTHBOUND	142	N/A	326	326	N/A	N/A
SOUTHBOUND	38	N/A	374	374	N/A	N/A

EAST-WEST CRITICAL VOLUMES 596
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1112

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.709

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1684	106	0
EASTBOUND	5	2426	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	597	597	N/A	N/A
EASTBOUND	5	N/A	812	812	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 945
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1224

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.859

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	163	1074	0	0
EASTBOUND	0	2572	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	716	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	530	530	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	373	373	N/A

EAST-WEST CRITICAL VOLUMES	693
NORTH-SOUTH CRITICAL VOLUMES	373
THE SUM OF CRITICAL VOLUMES	1066
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.748
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	1165	81	0
EASTBOUND	633	2183	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	291	N/A	81	N/A
EASTBOUND	348	N/A	728	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 728
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 902

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.633

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	32	1004	0	308
EASTBOUND	405	1303	0	58
NORTHBOUND	163	332	0	181
SOUTHBOUND	702	63	462	223

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	335	N/A	0	N/A
EASTBOUND	223	N/A	434	N/A	0	N/A
NORTHBOUND	90	N/A	111	N/A	0	N/A
SOUTHBOUND	386	N/A	32	N/A	462	N/A

EAST-WEST CRITICAL VOLUMES 558
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1110

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.707

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	679	42	0
EASTBOUND	493	1602	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	360	360	N/A	N/A
EASTBOUND	493	N/A	829	829	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 866
NORTH-SOUTH CRITICAL VOLUMES 35

THE SUM OF CRITICAL VOLUMES 901

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.601

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	55	572	49	0
EASTBOUND	178	1016	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	310	310	N/A	N/A
EASTBOUND	178	N/A	712	712	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 767
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1197

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.698

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	143	657	12	0
EASTBOUND	190	931	38	0
NORTHBOUND	139	1104	247	0
SOUTHBOUND	174	876	102	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	223	223	N/A	N/A
EASTBOUND	190	N/A	323	323	N/A	N/A
NORTHBOUND	76	N/A	450	450	N/A	N/A
SOUTHBOUND	174	N/A	326	326	N/A	N/A

EAST-WEST CRITICAL VOLUMES 466
NORTH-SOUTH CRITICAL VOLUMES 624

THE SUM OF CRITICAL VOLUMES 1090

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.693

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	80	3513	89	0
EASTBOUND	4	1299	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1201	1201	N/A	N/A
EASTBOUND	4	N/A	436	436	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1205
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1524

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 1.069

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	43	2334	0	0
EASTBOUND	0	1563	133	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1252	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	43	N/A	778	N/A	N/A	N/A
EASTBOUND	N/A	N/A	339	339	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	628	628	N/A

EAST-WEST CRITICAL VOLUMES 778
NORTH-SOUTH CRITICAL VOLUMES 628

THE SUM OF CRITICAL VOLUMES 1406

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.987

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	2041	42	0
EASTBOUND	413	950	0	0
NORTHBOUND	625	1	125	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	510	N/A	42	N/A
EASTBOUND	227	N/A	317	N/A	N/A	N/A
NORTHBOUND	313	313	N/A	N/A	125	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 737
NORTH-SOUTH CRITICAL VOLUMES 313

THE SUM OF CRITICAL VOLUMES 1050

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.737

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	279	1647	54	254
EASTBOUND	663	1213	297	42
NORTHBOUND	76	152	0	103
SOUTHBOUND	462	656	668	365

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	153	N/A	549	N/A	54	N/A
EASTBOUND	365	N/A	404	N/A	297	N/A
NORTHBOUND	42	N/A	51	N/A	0	N/A
SOUTHBOUND	254	N/A	328	N/A	668	N/A

EAST-WEST CRITICAL VOLUMES 914
NORTH-SOUTH CRITICAL VOLUMES 710

THE SUM OF CRITICAL VOLUMES 1624

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.081

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	17	2423	16	0
EASTBOUND	43	661	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	22

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1220	1220	N/A	N/A
EASTBOUND	43	N/A	337	337	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1263
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1615

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 1.077

LEVEL OF SERVICE ..... F

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	15	1888	45	0
EASTBOUND	31	608	157	0
NORTHBOUND	437	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	966	966	N/A	N/A
EASTBOUND	31	N/A	382	382	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	544
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 997
NORTH-SOUTH CRITICAL VOLUMES 690

THE SUM OF CRITICAL VOLUMES 1687

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 1.025

LEVEL OF SERVICE ..... F

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	169	1532	10	0
EASTBOUND	168	514	41	0
NORTHBOUND	270	884	127	0
SOUTHBOUND	38	845	221	92

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	93	N/A	514	514	N/A	N/A
EASTBOUND	92	N/A	185	185	N/A	N/A
NORTHBOUND	148	N/A	337	337	N/A	N/A
SOUTHBOUND	38	N/A	422	N/A	221	N/A

EAST-WEST CRITICAL VOLUMES 606
NORTH-SOUTH CRITICAL VOLUMES 570

THE SUM OF CRITICAL VOLUMES 1176

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.755

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	133	1816	106	0
EASTBOUND	6	2772	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	12

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	641	641	N/A	N/A
EASTBOUND	6	N/A	927	927	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 1060
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1339

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.940

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	167	1159	0	0
EASTBOUND	0	2893	103	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	764	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	167	N/A	386	N/A	N/A	N/A
EASTBOUND	N/A	N/A	599	599	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	397	397	N/A

EAST-WEST CRITICAL VOLUMES	766
NORTH-SOUTH CRITICAL VOLUMES	397
THE SUM OF CRITICAL VOLUMES	1163
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.816
LEVEL OF SERVICE	D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1241	81	0
EASTBOUND	732	2406	0	0
NORTHBOUND	106	5	178	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	310	N/A	81	N/A
EASTBOUND	403	N/A	802	N/A	N/A	N/A
NORTHBOUND	56	56	N/A	N/A	178	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 802
NORTH-SOUTH CRITICAL VOLUMES 178

THE SUM OF CRITICAL VOLUMES 980

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.688

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	83	1245	0	349
EASTBOUND	577	1781	0	99
NORTHBOUND	362	616	0	297
SOUTHBOUND	740	146	448	317

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	46	N/A	415	N/A	0	N/A
EASTBOUND	317	N/A	594	N/A	0	N/A
NORTHBOUND	199	N/A	205	N/A	0	N/A
SOUTHBOUND	407	N/A	73	N/A	448	N/A

EAST-WEST CRITICAL VOLUMES 732
NORTH-SOUTH CRITICAL VOLUMES 647

THE SUM OF CRITICAL VOLUMES 1379

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.903

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	805	42	0
EASTBOUND	494	1854	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	86

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	424	424	N/A	N/A
EASTBOUND	494	N/A	955	955	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 992
NORTH-SOUTH CRITICAL VOLUMES 35
THE SUM OF CRITICAL VOLUMES 1027

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.685

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	55	692	49	0
EASTBOUND	178	1262	412	0
NORTHBOUND	142	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	370	370	N/A	N/A
EASTBOUND	178	N/A	837	837	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	403
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 892
NORTH-SOUTH CRITICAL VOLUMES 436

THE SUM OF CRITICAL VOLUMES 1328

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.785

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + CUMULATIVE PROJECTS

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	150	748	12	0
EASTBOUND	205	1148	52	0
NORTHBOUND	151	1127	252	0
SOUTHBOUND	174	898	7	113

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	2	1	0	0	5
EASTBOUND	2	0	2	1	0	0	5
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	82	N/A	253	253	N/A	N/A
EASTBOUND	113	N/A	400	400	N/A	N/A
NORTHBOUND	83	N/A	460	460	N/A	N/A
SOUTHBOUND	174	N/A	449	N/A	7	N/A

EAST-WEST CRITICAL VOLUMES 482
NORTH-SOUTH CRITICAL VOLUMES 634

THE SUM OF CRITICAL VOLUMES 1116

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.712

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	80	3163	89	0
EASTBOUND	4	1208	8	0
NORTHBOUND	31	18	182	0
SOUTHBOUND	119	33	13	2

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	80	N/A	1084	1084	N/A	N/A
EASTBOUND	4	N/A	405	405	N/A	N/A
NORTHBOUND	31	N/A	N/A	200	N/A	N/A
SOUTHBOUND	119	N/A	33	N/A	13	N/A

EAST-WEST CRITICAL VOLUMES 1088
NORTH-SOUTH CRITICAL VOLUMES 319

THE SUM OF CRITICAL VOLUMES 1407

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.987

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	39	2094	0	0
EASTBOUND	0	1480	125	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	33	3	1143	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	39	N/A	698	N/A	N/A	N/A
EASTBOUND	N/A	N/A	321	321	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	33	N/A	N/A	573	573	N/A

EAST-WEST CRITICAL VOLUMES 698
NORTH-SOUTH CRITICAL VOLUMES 573

THE SUM OF CRITICAL VOLUMES 1271

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.892

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1828	42	0
EASTBOUND	386	891	0	0
NORTHBOUND	594	1	120	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	457	N/A	42	N/A
EASTBOUND	212	N/A	297	N/A	N/A	N/A
NORTHBOUND	298	298	N/A	N/A	120	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 669
NORTH-SOUTH CRITICAL VOLUMES 298

THE SUM OF CRITICAL VOLUMES 967

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.679

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	157	1255	80	207
EASTBOUND	542	1032	161	26
NORTHBOUND	48	74	0	49
SOUTHBOUND	376	372	584	298

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	86	N/A	418	N/A	80	N/A
EASTBOUND	298	N/A	344	N/A	161	N/A
NORTHBOUND	26	N/A	25	N/A	0	N/A
SOUTHBOUND	207	N/A	186	N/A	584	N/A

EAST-WEST CRITICAL VOLUMES 716
NORTH-SOUTH CRITICAL VOLUMES 610

THE SUM OF CRITICAL VOLUMES 1326

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.864

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	2181	16	0
EASTBOUND	42	558	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	1098	1098	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 1140
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1492

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.995

LEVEL OF SERVICE ..... E

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	15	1650	45	0
EASTBOUND	31	510	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	848	848	N/A	N/A
EASTBOUND	31	N/A	330	330	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 879
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1565

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.943

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	161	1320	10	0
EASTBOUND	151	439	35	0
NORTHBOUND	258	861	118	0
SOUTHBOUND	38	822	301	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	161	N/A	443	443	N/A	N/A
EASTBOUND	151	N/A	158	158	N/A	N/A
NORTHBOUND	142	N/A	326	326	N/A	N/A
SOUTHBOUND	38	N/A	374	374	N/A	N/A

EAST-WEST CRITICAL VOLUMES 594
NORTH-SOUTH CRITICAL VOLUMES 516

THE SUM OF CRITICAL VOLUMES 1110

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.707

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:11, SLAUSON AVE. & CORNING AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	133	1683	106	0
EASTBOUND	5	2422	9	0
NORTHBOUND	16	21	168	0
SOUTHBOUND	90	20	0	11

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	1	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	133	N/A	596	596	N/A	N/A
EASTBOUND	5	N/A	810	810	N/A	N/A
NORTHBOUND	16	N/A	N/A	189	N/A	N/A
SOUTHBOUND	90	N/A	20	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 943
NORTH-SOUTH CRITICAL VOLUMES 279

THE SUM OF CRITICAL VOLUMES 1222

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.858

LEVEL OF SERVICE ..... D

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:12, SLAUSON AVE. & LA CIENEGA SB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	163	1074	0	0
EASTBOUND	0	2568	80	0
NORTHBOUND	0	0	0	0
SOUTHBOUND	207	30	716	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	3	0	0	0	4
EASTBOUND	0	0	4	1	0	0	5
NORTHBOUND	0	0	0	0	0	0	0
SOUTHBOUND	1	0	0	1	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	163	N/A	358	N/A	N/A	N/A
EASTBOUND	N/A	N/A	530	530	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A
SOUTHBOUND	207	N/A	N/A	373	373	N/A

EAST-WEST CRITICAL VOLUMES	693
NORTH-SOUTH CRITICAL VOLUMES	373
THE SUM OF CRITICAL VOLUMES	1066
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.748
LEVEL OF SERVICE	C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:13, SLAUSON AVE. & LA CIENEGA NB RAMPS
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	1165	81	0
EASTBOUND	632	2180	0	0
NORTHBOUND	94	5	174	0
SOUTHBOUND	0	0	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	4	0	1	0	5
EASTBOUND	2	0	3	0	0	0	5
NORTHBOUND	1	1	0	0	1	0	3
SOUTHBOUND	0	0	0	0	0	0	0

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	291	N/A	81	N/A
EASTBOUND	348	N/A	727	N/A	N/A	N/A
NORTHBOUND	50	50	N/A	N/A	174	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES 727
NORTH-SOUTH CRITICAL VOLUMES 174

THE SUM OF CRITICAL VOLUMES 901

NUMBER OF CRITICAL CLEARANCE INTERVALS 3

CMA VALUE 0.632

LEVEL OF SERVICE ..... B

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:18, JEFFERSON BLVD. & CENTINELA AVE.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	32	1002	0	306
EASTBOUND	405	1302	0	58
NORTHBOUND	163	332	0	181
SOUTHBOUND	702	63	462	223

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	3	0	1	0	6
EASTBOUND	2	0	3	0	1	0	6
NORTHBOUND	2	0	3	0	1	0	6
SOUTHBOUND	2	0	2	0	1	0	5

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	334	N/A	0	N/A
EASTBOUND	223	N/A	434	N/A	0	N/A
NORTHBOUND	90	N/A	111	N/A	0	N/A
SOUTHBOUND	386	N/A	32	N/A	462	N/A

EAST-WEST CRITICAL VOLUMES 557
NORTH-SOUTH CRITICAL VOLUMES 552

THE SUM OF CRITICAL VOLUMES 1109

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.707

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	37	678	42	0
EASTBOUND	493	1598	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	360	360	N/A	N/A
EASTBOUND	493	N/A	827	827	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 864
NORTH-SOUTH CRITICAL VOLUMES 35
THE SUM OF CRITICAL VOLUMES 899

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.599

LEVEL OF SERVICE ..... A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	55	571	49	0
EASTBOUND	178	1012	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	310	310	N/A	N/A
EASTBOUND	178	N/A	710	710	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 765
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1195

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.697

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:28, CENTINELA AVE. & LA TIJERA BLVD.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	143	656	12	0
EASTBOUND	190	927	38	0
NORTHBOUND	139	1104	247	0
SOUTHBOUND	174	876	102	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	2	1	0	0	4
NORTHBOUND	2	0	2	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	143	N/A	223	223	N/A	N/A
EASTBOUND	190	N/A	322	322	N/A	N/A
NORTHBOUND	76	N/A	450	450	N/A	N/A
SOUTHBOUND	174	N/A	326	326	N/A	N/A

EAST-WEST CRITICAL VOLUMES 465
NORTH-SOUTH CRITICAL VOLUMES 624

THE SUM OF CRITICAL VOLUMES 1089

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.692

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	2181	16	0
EASTBOUND	42	558	13	0
NORTHBOUND	62	0	0	59
SOUTHBOUND	48	0	290	21

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	732	732	N/A	N/A
EASTBOUND	42	N/A	286	286	N/A	N/A
NORTHBOUND	62	N/A	N/A	N/A	0	N/A
SOUTHBOUND	48	N/A	N/A	N/A	290	N/A

EAST-WEST CRITICAL VOLUMES 774
NORTH-SOUTH CRITICAL VOLUMES 352

THE SUM OF CRITICAL VOLUMES 1126

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.751

LEVEL OF SERVICE C

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: AM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	15	1650	45	0
EASTBOUND	31	510	151	0
NORTHBOUND	433	65	42	0
SOUTHBOUND	33	107	113	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	15	N/A	565	565	N/A	N/A
EASTBOUND	31	N/A	330	330	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	540
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	253

EAST-WEST CRITICAL VOLUMES 596
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1282

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.755

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:26, CENTINELA AVE. & SHERBOURNE DR.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	37	678	42	0
EASTBOUND	493	1598	56	0
NORTHBOUND	29	0	13	18
SOUTHBOUND	22	0	0	85

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	0	0	1	0	2
SOUTHBOUND	1	0	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	37	N/A	240	240	N/A	N/A
EASTBOUND	493	N/A	827	827	N/A	N/A
NORTHBOUND	29	N/A	N/A	N/A	13	N/A
SOUTHBOUND	22	N/A	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 864
NORTH-SOUTH CRITICAL VOLUMES 35

THE SUM OF CRITICAL VOLUMES 899

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.599

LEVEL OF SERVICE ..... A

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:27, CENTINELA AVE. & ALVERN ST.
DATE: 5/26/2016 INITIALS: PERIOD: PM PEAK HOUR
CASE: EXISTING (2016) WITH MODIFIED PROJECT + TDM + MITIGATION

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	55	571	49	0
EASTBOUND	178	1012	407	0
NORTHBOUND	136	206	55	0
SOUTHBOUND	33	122	42	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	55	N/A	207	207	N/A	N/A
EASTBOUND	178	N/A	710	710	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	397
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	197

EAST-WEST CRITICAL VOLUMES 765
NORTH-SOUTH CRITICAL VOLUMES 430

THE SUM OF CRITICAL VOLUMES 1195

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.697

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.