APPENDIX H
Traffic Impact Analysis

400 SOUTH SEPULVEDA BOULEVARD
PROPOSED TOPGOLF PROJECT
TRAFFIC IMPACT ANALYSIS
City of El Segundo, California

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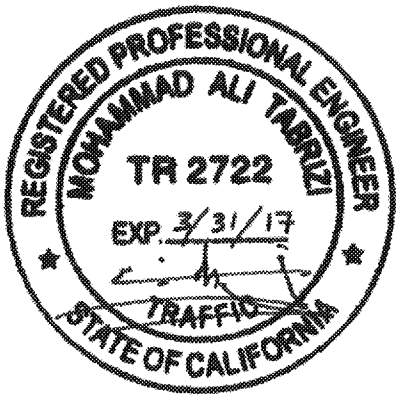

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1.0 Executive Summary

The proposed 400 Sepulveda Boulevard Topgolf Project consists of displacing the existing driving range of The Lakes At El Segundo with a 65,000 square foot Topgolf facility. Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and entertainment space. Topgolf currently has approximately 34 locations in various states, recently opening its first California location in Roseville in September 2016.

The project site, located at 400 South Sepulveda Boulevard (SR-1), is on the east side of Sepulveda Boulevard (SR-1) and south of El Segundo Boulevard in the City of El Segundo. Existing land uses on the project site consist of The Lakes At El Segundo, a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo site will remain as part of the proposed project. The proposed project is planned to open in 2018.

Access for the proposed Topgolf/The Lakes At El Segundo site is planned to continue to be provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard (SR-1) and one right-in/right-out driveway on South Hughes Way.

Trip generation for the proposed project is based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016)* which details the observations and procedures utilized in determination of the forecast trip generation for the proposed project. The project trip generation analysis is conservative since it utilizes the highest trip generation measured on peak operating days at two existing 65,000 square foot Topgolf facilities that are similar in size and scale to the 65,000 square foot Topgolf facility proposed in El Segundo. The trip generation analysis also utilizes the lowest trip generation measured at The Lakes driving range on non-peak operating days to be subtracted from the measured Topgolf trip generation to account for the displaced driving range. It should also be noted this is a conservative analysis since no pass-by trip adjustment and discount is applied to the proposed project, when in reality it is expected that a number of project trips, particularly in the weekday PM peak hour, would already be on the arterial roadway system having just exited the major employment centers in the area. As a result, the proposed project is conservatively forecast to generate

approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips. The proposed project is conservatively forecast to generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

The trip generation analysis concluded that the proposed project is forecast to generate less than 50 trips at any one study intersection during the weekday AM peak hour, and therefore, City of El Segundo and Caltrans staff determined a weekday AM peak hour analysis is not required for the proposed project. Accordingly, this analysis evaluates weekday PM peak hour and weekend-day mid-day peak hour conditions for potential traffic impacts associated with the proposed project at the twenty-two study intersections identified by City of El Segundo and Caltrans staff.

Additionally, a queuing analysis has been prepared to determine whether adequate turn pocket storage capacity is provided for the permitted southbound Sepulveda Boulevard (SR-1) left-turn movement entering the project access driveway. The results of the queuing analysis indicate adequate storage capacity is currently provided to accommodate the queue generated by vehicles entering the project site via the southbound Sepulveda Boulevard (SR-1) left-turn movement at the project access driveway during both the weekday PM peak hour and weekend mid-day peak hour for all the analysis scenarios evaluated in this report.

Based on agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts for any of the study scenarios evaluated in this report. Hence, no traffic mitigation measures are required for the proposed project.

2.0 Introduction

The proposed 400 Sepulveda Boulevard Topgolf Project consists of displacing the existing driving range of The Lakes At El Segundo with a 65,000 square foot Topgolf facility. Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and entertainment space. Topgolf currently has approximately 34 locations in various states, recently opening its first California location in Roseville in September 2016.

The project site, located at 400 South Sepulveda Boulevard (SR-1), is on the east side of Sepulveda Boulevard (SR-1) and south of El Segundo Boulevard in the City of El Segundo. Existing land uses on the project site consist of The Lakes At El Segundo, a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo site will remain as part of the proposed project. The proposed project is planned to open in 2018.

Access for the proposed Topgolf/The Lakes At El Segundo site is planned to continue to be provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard and one right-in/right-out driveway on South Hughes Way.

Trip generation for the proposed project is based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016)* which details the observations and procedures utilized in determination of the forecast trip generation for the proposed project. The project trip generation analysis is conservative since it utilizes the highest trip generation measured on peak operating days at two existing 65,000 square foot Topgolf facilities like the 65,000 square foot Topgolf facility proposed in El Segundo, while at the same time, utilizes the lowest trip generation measured at The Lakes driving range on non-peak operating days to be subtracted from the measured Topgolf trip generation to account for the displaced driving range.

The proposed project is conservatively forecast to generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips. The proposed project is conservatively forecast to

generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

Since the proposed project is forecast to generate less than 50 trips at any study intersection during the weekday AM peak hour, City of El Segundo and Caltrans staff determined a weekday AM peak hour analysis is not required for the proposed project. Accordingly, this analysis evaluates weekday PM peak hour and weekend-day mid-day peak hour conditions for potential traffic impacts associated with the proposed project at the twenty-two study intersections identified by City of El Segundo and Caltrans staff.

Exhibit 1 shows the project site location.

2.1 Study Area

The study area for the proposed project consists of the following twenty-two (22) intersections in the vicinity of the project site identified by City of El Segundo and Caltrans staff:

1. Sepulveda Boulevard (SR-1) / El Segundo Boulevard;
2. Sepulveda Boulevard (SR-1) / Hughes Way;
3. Sepulveda Boulevard (SR-1) / Park Place;
4. Sepulveda Boulevard (SR-1) / Rosecrans Avenue;
5. Sepulveda Boulevard (SR-1) / 33rd Street;
6. Sepulveda Boulevard (SR-1) / 30th Street;
7. Sepulveda Boulevard (SR-1) / Marine Way;
8. Sepulveda Boulevard (SR-1) / 18th Street;
9. Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard;
10. Sepulveda Boulevard (SR-1) / 8th Street;
11. Sepulveda Boulevard (SR-1) / 2nd Street;
12. Sepulveda Boulevard (SR-1) / Longfellow Drive;
13. Sepulveda Boulevard (SR-1) / Artesia Boulevard;
14. Continental Boulevard / El Segundo Boulevard;
15. Nash Street / El Segundo Boulevard;

16. Douglas Road / El Segundo Boulevard;
17. Aviation Boulevard / El Segundo Boulevard;
18. Isis Avenue / El Segundo Boulevard;
19. I-405 Southbound Ramps / El Segundo Boulevard;
20. La Cienega Boulevard / I-405 Southbound Ramps;
21. La Cienega Boulevard / El Segundo Boulevard; and
22. I-405 Northbound Ramps / El Segundo Boulevard.

Table 1 summarizes the jurisdictions under which the study intersections will be analyzed in this report. As shown in Table 1, some of the study intersections are located within more than one local jurisdiction. In such cases, this analysis conservatively evaluates that intersection utilizing the criteria associated with the jurisdiction having the most stringent analysis and significant traffic impact criteria.

Table 1
Study Intersections by Jurisdiction

Study Intersection	Jurisdiction			
	City of El Segundo	City of Hawthorne	County of Los Angeles	Caltrans
1. Sepulveda Blvd (SR-1) / El Segundo Blvd *				XX
2. Sepulveda Blvd (SR-1) / Hughes Way				XX
3. Sepulveda Blvd (SR-1) / Park Place				XX
4. Sepulveda Blvd (SR-1) / Rosecrans Ave *				XX
5. Sepulveda Blvd (SR-1) / 33rd St				XX
6. Sepulveda Blvd (SR-1) / 30th St				XX
7. Sepulveda Blvd (SR-1) / Marine Way				XX
8. Sepulveda Blvd (SR-1) / 18th St				XX
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd				XX
10. Sepulveda Blvd (SR-1) / 8th St				XX
11. Sepulveda Blvd (SR-1) / 2nd St				XX
12. Sepulveda Blvd (SR-1) / Longfellow Dr				XX
13. Sepulveda Blvd (SR-1) / Artesia Blvd				XX
14. Continental Blvd / El Segundo Blvd	XX			

Study Intersection	Jurisdiction			
	City of El Segundo	City of Hawthorne	County of Los Angeles	Caltrans
15. Nash St / El Segundo Blvd	**XX**			
16. Douglas Rd / El Segundo Blvd	**XX**			
17. Aviation Blvd / El Segundo Blvd	**XX**			
18. Isis Ave / El Segundo Blvd	X		**XX**	
19. I-405 Southbound Ramps / El Segundo Blvd				**XX**
20. La Cienega Blvd / I-405 SB Ramps				**XX**
21. La Cienega Blvd / El Segundo Blvd		**XX**	X	
22. I-405 Northbound Ramps / El Segundo Blvd				**XX**

Notes: X = shared jurisdiction; Jurisdiction under which the study intersection is analyzed is shown in **bold "XX"**

* = Los Angeles County Congestion Management Program (CMP) intersection.

Exhibit 2 shows the location of the study intersections, which are analyzed for the following six (6) analysis scenarios identified by City of El Segundo and Caltrans staff:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Near-Term Without Project Conditions;
- Forecast Near-Term With Project Conditions;
- Forecast Long-Range Without Project Conditions; and
- Forecast Long-Range With Project Conditions.

The Near-Term analysis year is year 2018, the year the proposed project is planned to open; Long-Range year is year 2040, the long-range analysis year identified by Caltrans staff.

3.0 Local Agency Intersection Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization (ICU)* analysis method is utilized by the City of El Segundo, City of Hawthorne, and County of Los Angeles to determine the operating LOS of signalized intersections. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

The *ICU* analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions) based on the corresponding volume to capacity (V/C) ratios shown in Table 2.

Table 2
Intersection ICU Level of Service

LOS	V/C Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	>1.00

Source: 1990 Transportation Research Board

Notes: V/C = volume to capacity ratio.

4.0 Local Agency Thresholds of Significance

The following are the various Local Agency performance criteria and thresholds of significance applicable to the study area. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

4.1.1 City of El Segundo Performance Criteria

As stated in the City of El Segundo General Plan Circulation Element, the City goal for peak hour operation is LOS D or better.

4.1.2 City of El Segundo Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant traffic impact at a signalized study intersection, and thus requires mitigation, the City of El Segundo has established the following thresholds of significance:

- A significant project impact occurs at a signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F); or

- A significant project impact occurs at a signalized study intersection when the addition of project-generated trips causes an ICU increase of 0.02 or more when the "With Project" intersection LOS is at LOS E or F.

4.2.1 City of Hawthorne Performance Criteria

Since intersection LOS performance criteria is not stated in the traffic study guidelines for the City of Hawthorne, this report assumes a goal for peak hour operation at the study intersections of LOS D or better.

4.2.2 City of Hawthorne Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the City of Hawthorne has established the following thresholds of significance based on the Los Angeles County Congestion Management Program (CMP) Manual (2010):

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.04 while operating at LOS C; or

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.02 while operating at LOS D; or

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.01 while operating at LOS E or F.

4.3.1 County of Los Angeles Performance Criteria

Since intersection LOS performance criteria is not stated in the traffic study guidelines for the County of Los Angeles, this report assumes a goal for peak hour operation at the study intersections of LOS D or better.

4.3.2 County of Los Angeles Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, the County of Los Angeles has established the following thresholds of significance based on the County of Los Angeles Department of Public Works, *Traffic Impact Analysis Report Guidelines* (January 1997):

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.04 while operating at LOS C; or

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.02 while operating at LOS D; or

- A significant project impact occurs at a study intersection when the addition of project-generated trips causes an ICU increase of 0.01 while operating at LOS E or F.

5.0 Existing Conditions

5.1 Roadway Description

The characteristics of the roadway system are described below:

18th Street is a two-lane undivided roadway trending in an east-west direction. The speed limit is not posted on 18th Street; on-street parking is permitted.

2nd street is a two-lane divided roadway with a painted median in an east-west direction. The posted speed limit is 25 miles per hour; on-street parking is permitted.

30th Street west of Pacific Coast Highway (SR-1) is a two-lane undivided roadway in an east-west direction with a painted median. 30th street east of Pacific Coast Highway (SR-1) is a five-lane divided roadway with a raised median trending in an east-west direction and serving as access to commercial sites. The speed limit is not posted on 30th street; on-street parking is permitted west of Pacific Coast Highway (SR-1).

33rd Street immediately west of Pacific Coast Highway (SR-1) is a three-lane roadway in the eastbound direction and transitions into a two-lane two-way undivided roadway approximately 250 feet west of Pacific Coast Highway (SR-1). The posted speed limit is 30 miles per hour; on-street parking is permitted on the south side of the roadway.

8th street is a two-lane undivided roadway in an east-west direction. The speed limit is not posted on 8th street; on-street parking is generally permitted.

Artesia Boulevard west of Pacific Coast Highway (SR-1) is a two-lane undivided roadway with on-street parking prohibited and a posted speed limit of 25 miles per hour. Artesia Boulevard east of Pacific Coast Highway (SR-1) is a four-lane divided roadway with a raised median trending in an east-west direction and posted speed limit of 40 miles per hour. On-street parking is permitted east of Sepulveda Boulevard (SR-1).

Aviation Boulevard north of Rosecrans Avenue is a four-lane divided roadway with a painted median trending in a north-south direction. Between Rosecrans Avenue and Manhattan Beach Boulevard, Aviation Boulevard is a six-lane divided roadway with a painted median trending in the north-south direction. Aviation Boulevard transitions to a four-lane divided roadway with a painted median trending in the north-south direction

south of Manhattan Beach Boulevard. The posted speed limit on Aviation Boulevard is 40 miles per hour; on-street parking is prohibited.

Continental Boulevard/Lairport Street south of Mariposa Avenue is a six-lane divided roadway with a raised median trending in a north-south direction. North of Mariposa Avenue, the roadway changes name to Lairport Street, a two-lane undivided roadway continuing in a north-south direction. The posted speed limit on Continental Boulevard is 30 miles per hour; on-street parking is permitted on Lair Street (north of Mariposa Avenue) and prohibited on Continental Boulevard (south of Mariposa Avenue). As a public roadway Continental Boulevard currently terminates at its intersection with El Segundo Boulevard. South of El Segundo Boulevard, Continental Boulevard serves as an access to the existing Raytheon site.

Douglas Street from its northerly terminus at LAX to Imperial Highway is a four-lane undivided roadway trending in the north-south direction and providing access to cargo facilities and land uses serving LAX. From Imperial Highway to El Segundo Boulevard, Douglas Street is a six-lane divided roadway with a painted median trending in the north-south direction. Douglas Street between El Segundo Boulevard and the Transit Center (Metro station access located just north of the Green Line overcrossing) is a four-lane divided roadway with a painted median. South of Transit Center, Douglas Street continues as a four-lane divided roadway with a raised median. The posted speed limit on Douglas Street is 40 miles per hour north of Transit Center and 25 miles per hour south of Transit Center; on-street parking is prohibited.

El Segundo Boulevard from its westerly terminus at Whiting Street to Main Street is a two-lane undivided roadway trending in the east-west direction. From Main Street to Sepulveda Boulevard (SR-1), El Segundo Boulevard is four-lane undivided roadway. El Segundo Boulevard continues as a six-lane divided roadway with a raised median between Sepulveda Boulevard (SR-1) and Douglas Street. Between Douglas Street and Aviation Boulevard, El Segundo Boulevard is an eight-lane divided roadway with a raised median and begins to transition into a six-lane divided roadway east of Aviation Boulevard. The posted speed limit on El Segundo Boulevard ranges between 35 and 40 miles per hour; on-street parking is prohibited.

Isis Avenue is a two-lane undivided roadway trending in a north-south direction. The posted speed limit on Isis Avenue is 25 miles per hour; on-street parking is permitted.

La Cienega Boulevard north of 123rd Street is a four to five-lane divided roadway with raised or painted medians trending in the north-south direction. South of 123rd Street, La Cienega Boulevard is a four-lane divided roadway with a raised median. The posted speed limit on La Cienega Boulevard is 40 miles per hour; on-street parking is prohibited.

Longfellow Drive is a two-lane undivided roadway in an east-west direction. The posted speed limit is 25 miles per hour on Longfellow Drive; on-street parking is permitted.

Manhattan Beach Boulevard is a four-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit on Manhattan Beach Boulevard is 35 miles per hour; on-street parking is permitted.

Marine Avenue west of Sepulveda Boulevard (SR-1) is a two-lane undivided roadway trending in the east-west direction with on-street parking prohibited. Marine Avenue between Sepulveda Boulevard (SR-1) and Aviation Boulevard is generally a four-lane divided roadway with a raised median and permitted on-street parking. East of Aviation Boulevard, Marine Avenue is a four-lane divided roadway with a painted median and on-street parking prohibited. The posted speed limit on Marine Avenue is ranges from 25 to 40 miles per hour.

Nash Street is a four-lane divided roadway with a painted median north of Atwood Way and a four-lane undivided roadway south of Atwood Way trending in a north-south direction. The posted speed limit on Nash Street is 35 miles per hour; on-street parking is prohibited. As a public roadway Nash Street currently terminates at its intersection with El Segundo Boulevard. South of El Segundo Boulevard, Nash Street serves as an access to the existing Raytheon site.

Park Place is a four-lane undivided roadway trending in an east-west direction. The speed limit is not posted on Park Place; on-street parking is prohibited.

Rosecrans Avenue west of Highland Avenue is a two-lane undivided roadway trending in an east-west direction with permitted on-street parking. From Highland Avenue to Bell Avenue, Rosecrans Avenue is a four-lane divided roadway with a raised median and permitted on-street parking on the entire eastbound direction and a portion of the westbound direction. From Bell Avenue to Sepulveda Boulevard (SR-1), Rosecrans Avenue is a five-lane divided roadway (three westbound lanes and two eastbound lanes) with a raised median, permitted on-street parking on the eastbound direction, and no on-street parking on the westbound direction. Rosecrans Avenue is a six-lane divided roadway with

a raised median with on-street parking prohibited from Sepulveda Boulevard (SR-1) to Douglas Street. East of Douglas Street, Rosecrans Avenue continues as an eight-lane divided roadway with a painted median. The posted speed limit on Rosecrans Avenue ranges from 35 to 45 miles per hour.

Sepulveda Boulevard (SR-1) – Pacific Coast Highway north of Rosecrans Avenue is generally an eight-lane divided roadway with a raised median trending in a north-south direction. South of Rosecrans Avenue, Sepulveda Boulevard (SR-1) is generally a six-lane divided roadway with a raised median. The posted speed limit on Sepulveda Boulevard (SR-1) ranges from 35 to 45 miles per hour; on-street parking is prohibited. Sepulveda Boulevard south of Lincoln Boulevard is designated State Route 1 (SR-1) by Caltrans and changes name to Pacific Coast Highway south of Manhattan Beach.

South Hughes Way is a four to six-lane divided roadway located east of Sepulveda Boulevard (SR-1). Approximately 2,000 feet east of Sepulveda Boulevard (SR-1), Hughes Way provides gated access into the Raytheon site and public traffic access is prohibited beyond the gates. The posted speed limit on South Hughes Way is 40 miles an hour; on-street parking is prohibited.

5.2 Existing Conditions Traffic Volumes

For weekday conditions, the City of El Segundo and Caltrans staff identified the PM peak period to be 4:00 PM to 6:00 PM. Based on discussions with the City of El Segundo and Caltrans staff and collection of mid-day Saturday sample traffic counts in the vicinity of the project, for weekend conditions, the peak period is considered to be 12:30 PM to 2:30 PM on a typical Saturday.

To determine the existing peak hour operation of the study intersections, weekday PM peak period and weekend mid-day peak period traffic volume counts were collected in May 2016 during typical weekday and weekend-day conditions. The PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The weekend mid-day peak period intersection counts were collected from 12:30 PM to 2:30 PM during a typical Saturday.

The traffic volumes used in this peak hour analysis were taken from the highest hour within the peak period counted. Detailed traffic count data sheets are contained in Appendix B.

Exhibit 3 shows Existing Conditions weekday PM peak hour and weekend Mid-Day peak hour volumes at the study intersections. Exhibit 4 shows the existing study intersection geometry and control.

Existing Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

5.3 Existing Conditions Local Agency Study Intersection Peak Hour LOS

Table 3 summarizes Existing Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 3
Existing Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Existing Conditions	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
14. Continental Blvd / El Segundo Blvd	0.445 – A	0.259 – A
15. Nash St / El Segundo Blvd	0.579 – A	0.293 – A
16. Douglas Rd / El Segundo Blvd	**0.938 – E**	0.351 – A
17. Aviation Blvd / El Segundo Blvd	**0.979 – E**	0.491 – A
18. Isis Ave / El Segundo Blvd	0.794 – C	0.428 – A
21. La Cienega Blvd / El Segundo Blvd	0.846 – D	0.415 – A

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 3, the Local Agency study intersections are currently operating at an acceptable LOS (LOS D or better) according to agency performance criteria with the exception of the following study intersections:

- Douglas Road / El Segundo Boulevard (weekday PM peak hour only); and
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only).

6.0 Proposed Project

The proposed 400 Sepulveda Boulevard Topgolf Project consists of displacing the existing driving range of The Lakes At El Segundo with a 65,000 square foot Topgolf facility. Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and entertainment space. Topgolf currently has approximately 34 locations in various states, recently opening its first California location in Roseville in September 2016.

The project site, located at 400 South Sepulveda Boulevard (SR-1), is on the east side of Sepulveda Boulevard (SR-1) and south of El Segundo Boulevard in the City of El Segundo. Existing land uses on the project site consist of The Lakes At El Segundo, a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo site will remain as part of the proposed project. The proposed project is planned to open in 2018.

Access for the proposed Topgolf/The Lakes At El Segundo site is planned to continue to be provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard (SR-1) and one right-in/right-out driveway on South Hughes Way.

The site plan for the proposed project is shown in Exhibit 5.

6.1 Forecast Trip Generation of Proposed Project

The proposed Topgolf facility is a unique land use not covered and evaluated in the standard publications typically utilized to estimate trip generation forecasts (such as the *Institute of Transportation Engineers (ITE) Trip Generation Manual)* for common land uses.

However, since Topgolf facilities like the Topgolf facility proposed in El Segundo currently exist and are in operation in other locations, trips forecast to be generated by the proposed El Segundo Topgolf facility can be determined by conducting trip generation observations and survey of other Topgolf facilities like the proposed El Segundo Topgolf facility.

Since the proposed project will displace the driving range component of The Lakes At El Segundo, the overall forecast trip generation for the site after implementation of the proposed project will include subtraction of the trips associated with the driving range component.

Hence, the project's trip generation forecast includes trips associated with two components:

- Positive trips forecast to be added by the proposed Topgolf facility; and
- Negative trips forecast to be subtracted that are associated with elimination of the existing driving range of The Lakes At El Segundo.

Trip generation for the proposed project is based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016)* analysis which details the observations and procedures utilized in determination of the trip generation for the proposed project. A copy of the document is contained in Appendix G.

The project trip generation analysis is conservative since it utilizes the highest trip generation measured on peak operating days at two existing 65,000 square foot Topgolf facilities like the 65,000 square foot Topgolf facility proposed in El Segundo, while at the same time, utilizes the lowest trip generation measured at The Lakes driving range on non-peak operating days to be subtracted from the measured Topgolf trip generation to account for the displaced driving range. Further, no pass-by trip adjustment and discount is applied to the proposed project when in reality it is expected that a number of project trips, particularly in the weekday PM peak hour, would already be on the arterial roadway system having just exited the major employment centers in the area.

Based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016),* Table 4 summarizes the conservative forecast weekday daily and peak hour trip generation for the proposed project.

Table 4
Forecast Weekday Daily & Peak Hour
Trip Generation Summary of Proposed Project

Land Use	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips			Weekday Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Topgolf Project	45	6	51	129	118	247	2,241

Source: *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016).*

As shown in Table 4, the proposed project is forecast to conservatively generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips.

Based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016),* Table 5 summarizes the conservative forecast weekend daily and peak hour trip generation for the proposed project.

Table 5
Forecast Weekend Daily & Peak Hour
Trip Generation Summary of Proposed Topgolf Project

Land Use	Weekend Mid-Day Peak Hour Trips			Weekend Daily Trips
	In	Out	Total	
Proposed Topgolf Project	90	90	180	3,766

Source: *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016).*

As shown in Table 5, the proposed project is forecast to conservatively generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

Since the proposed project is forecast to generate less than 50 trips at any study intersection during the weekday AM peak hour, City of El Segundo and Caltrans staff determined a weekday AM peak hour analysis is not required for the proposed project. Accordingly, this analysis evaluates weekday PM peak hour and weekend-day mid-day peak hour conditions for potential traffic impacts associated with the proposed project at the twenty-two study intersections identified by City of El Segundo and Caltrans staff.

It should be noted this is a conservative analysis since no pass-by trip adjustment and discount is applied to the proposed project when in reality it is expected that a number of project trips, particularly in the weekday PM peak hour, would already be on the arterial roadway system having just exited the major employment centers in the area.

6.2 Forecast Trip Distribution of Proposed Project

Trip distribution for the proposed project is based on forecast geographical distribution of anticipated users.

To determine the trip percent distribution for the proposed project, zip code information for existing users of The Lakes At El Segundo golf course was provided by the golf course management staff.

This information was mapped, evaluated and utilized to derive forecast geographical distribution of trips and related travel patterns associated with the proposed project.

The trip distribution patterns were submitted to the City of El Segundo and Caltrans staff for review and approval for use in this analysis.

Exhibit 6 shows forecast trip percent distribution of project-generated trips.

6.3 Forecast Trip Assignment of Proposed Project

Exhibit 7 shows the corresponding weekday PM peak hour and weekend mid-day peak hour assignment of project-generated peak hour trips assuming the trip percent distribution shown in Exhibit 6.

As previously noted, since the proposed project is forecast to generate less than 50 trips at any study intersection during the weekday AM peak hour, City of El Segundo and Caltrans staff determined a weekday AM peak hour analysis is not required for the proposed project.

7.0 Forecast Existing Plus Project Conditions

The Existing Plus Project scenario is a hypothetical scenario that assumes the proposed project would be fully implemented at the present time, with no other changes to area traffic volumes. This analysis is intended to comply with *CEQA Guidelines* Section 15125, and specifically recent court cases, including, without limitation, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal. 4th439. This scenario assumes the full development of the proposed project and full absorption of the proposed project traffic on the circulation systems at the present time. This scenario is provided for informational purposes only, and is not intended to be used for potential project impact determination or mitigation.

7.1 Forecast Existing Plus Project Conditions Traffic Volumes

Forecast Existing Plus Project Conditions weekday PM and weekend mid-day peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.

Exhibit 8 shows Forecast Existing Plus Project Conditions weekday PM peak hour and weekend mid-day peak hour volumes at the study intersections.

Forecast Existing Plus Project Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

7.2 Forecast Existing Plus Project Conditions Local Agency Study Intersection Peak Hour LOS

Table 6 summarizes Forecast Existing Plus Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 6
Forecast Existing Plus Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Change in V/C	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS		
14. Continental Blvd / El Segundo Blvd	0.445 – A	0.259 – A	0.455 – A	0.267 – A	0.010	0.008
15. Nash St / El Segundo Blvd	0.579 – A	0.293 – A	0.589 – A	0.300 – A	0.010	0.007
16. Douglas Rd / El Segundo Blvd	**0.938 – E**	0.351 – A	**0.948 – E**	0.358 – A	0.010	0.007
17. Aviation Blvd / El Segundo Blvd	**0.979 – E**	0.491 – A	**0.986 – E**	0.496 – A	0.007	0.005
18. Isis Ave / El Segundo Blvd	0.794 – C	0.428 – A	0.801 – D	0.435 – A	0.007	0.007
21. La Cienega Blvd / El Segundo Blvd	0.846 – D	0.415 – A	0.853 – D	0.419 – A	0.007	0.004

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 6, with the addition of project-generated trips, the following Local Agency study intersections are forecast to continue to operate at a deficient LOS (LOS E or worse) according to agency performance criteria for Forecast Existing Plus Project Conditions:

- Douglas Road / El Segundo Boulevard (weekday PM peak hour only); and
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only).

8.0 Forecast Near-Term Without Project Conditions

The Near-Term analysis year is year 2018, the year the proposed project is planned to open.

To determine potential traffic impacts associated with the proposed project at the 2018 opening year, forecast Near-Term Without Project Conditions are examined prior to forecast Near-Term With Project Conditions.

Consistent with the *Los Angeles County Congestion Management Program (Los Angeles County Metropolitan Transportation Authority, 2010)* future growth forecasts for the study area, Forecast Near-Term Without Project traffic volumes were derived by applying an annual growth rate of 0.26 percent per year over a two-year period to existing traffic volumes to account for background and cumulative growth in 2018. It should be noted this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Additionally, Forecast Near-Term Without Project traffic volumes include the addition of trips associated with nineteen (19) City of El Segundo cumulative projects that are expected to be constructed and generating trips by 2018. Exhibit 9 shows the forecast trip assignment of the cumulative projects for near-term conditions.

The list of the cumulative projects is contained in Appendix E.

8.1 Forecast Near-Term Without Project Conditions Traffic Volumes

Exhibit 10 shows Forecast Near-Term Without Project Conditions weekday PM peak hour and weekend mid-day peak hour traffic volumes at the study intersections.

Forecast Near-Term Without Project Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

8.2 Forecast Near-Term Without Project Conditions Local Agency Study Intersection Peak Hour LOS

Table 7 summarizes Forecast Near-Term Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 7
Forecast Near-Term Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Forecast Near-Term Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
14. Continental Blvd / El Segundo Blvd	0.495 – A	0.308 – A
15. Nash St / El Segundo Blvd	0.729 – C	0.379 – A
16. Douglas Rd / El Segundo Blvd	**1.034 – F**	0.469 – A
17. Aviation Blvd / El Segundo Blvd	**1.119 – F**	0.533 – A
18. Isis Ave / El Segundo Blvd	**0.925 – E**	0.496 – A
21. La Cienega Blvd / El Segundo Blvd	**0.933 – E**	0.464 – A

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 7, the Local Agency study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for Forecast Near-Term Without Project Conditions with the exception of the following study intersections:

- Douglas Road / El Segundo Boulevard (weekday PM peak hour only);
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only);
- Isis Avenue / El Segundo Boulevard (weekday PM peak hour only); and
- La Cienega Boulevard / El Segundo Boulevard (weekday PM peak hour only).

9.0 Forecast Near-Term With Project Conditions

This section analyzes potential traffic impacts associated with the addition of trips forecast to be generated by the proposed project to Forecast Near-Term Without Project Conditions when the proposed project opens in 2018.

9.1 Forecast Near-Term With Project Conditions Traffic Volumes

Forecast Near-Term With Project Conditions weekday PM peak hour and weekend mid-day peak hour volumes were derived by adding forecast project-generated trips to Forecast Near-Term Without Project Conditions traffic volumes.

Exhibit 11 shows Forecast Near-Term With Project Conditions weekday PM peak hour and weekend mid-day peak hour volumes at the study intersections.

Forecast Near-Term With Project Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

9.2 Forecast Near-Term With Project Conditions Local Agency Study Intersection Peak Hour LOS

Table 8 summarizes Forecast Near-Term With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 8
Forecast Near-Term With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Forecast Near-Term Without Project		Forecast Near-Term With Project		Change in V/C		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
14. Continental Blvd / El Segundo Blvd	0.495 – A	0.308 – A	0.504 – A	0.315 – A	0.009	0.007	No
15. Nash St / El Segundo Blvd	0.729 – C	0.379 – A	0.738 – C	0.386 – A	0.009	0.007	No
16. Douglas Rd / El Segundo Blvd	**1.034 – F**	0.469 – A	**1.044 – F**	0.469 – A	0.010	0.000	No
17. Aviation Blvd / El Segundo Blvd	**1.119 – F**	0.533 – A	**1.126 – F**	0.539 – A	0.007	0.006	No

Local Agency Study Intersection	Forecast Near-Term Without Project		Forecast Near-Term With Project		Change in V/C		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
18. Isis Ave / El Segundo Blvd	**0.925 – E**	0.496 – A	**0.931 – E**	0.503 – A	0.006	0.007	No
21. La Cienega Blvd / El Segundo Blvd	**0.933 – E**	0.464 – A	**0.939 – E**	0.468 – A	0.006	0.004	No

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 8, with the addition of project-generated trips, the Local Agency study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for Forecast Near-Term With Project Conditions with the exception of the following study intersections:

- Douglas Road / El Segundo Boulevard (weekday PM peak hour only);
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only);
- Isis Avenue / El Segundo Boulevard (weekday PM peak hour only); and
- La Cienega Boulevard / El Segundo Boulevard (weekday PM peak hour only).

As also shown in Table 8, the addition of project-generated trips is forecast to result in no significant traffic impacts at the Local Agency study intersections based on agency-established thresholds of significance for Forecast Near-Term With Project Conditions (see Section 4.0 for applicable thresholds of significance).

At the intersection of Continental Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F). During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level

of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Nash Street / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS C for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F). During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Douglas Road / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Near-Term With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F.

At the intersection of Aviation Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Near-Term With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of El Segundo threshold of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions. During the weekend mid-day

peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of El Segundo threshold of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Isis Avenue / El Segundo Boulevard, which is under the jurisdiction of the County of Los Angeles, during the weekday PM peak hour, the intersection is forecast to operate at LOS E for Forecast Near-Term With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.01 or more. Hence, based on the County of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the County of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips results in the peak hour level of service to operate at LOS A.

At the intersection of La Cienega Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of Hawthorne, during the weekday PM peak hour, the intersection is forecast to operate at LOS E for Forecast Near-Term With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.01 or more. Hence, based on the City of Hawthorne thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Near-Term With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Near-Term With Project Conditions. Hence, based on the City of Hawthorne thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Near-Term With Project Conditions since the addition of project-generated trips results in the peak hour level of service to operate at LOS A.

10.0 Forecast Long-Range Without Project Conditions

The Long-Range year is year 2040, the Long-Range analysis year identified by Caltrans staff.

To determine potential traffic impacts associated with the proposed project in 2040, forecast Long-Range Without Project Conditions are examined prior to forecast Long-Range With Project Conditions.

Forecast Long-Range Without Project traffic volumes are derived by the addition of trips associated with 93 cumulative projects expected to be constructed and generating trips by year 2040. The 93 cumulative projects include the Los Angeles International Airport Specific Plan Amendment Study Project, the Los Angeles Airport North Side Plan, the Raytheon South Campus Specific Plan, the Hawthorne Boulevard Specific Plan, and the City of Inglewood City of Champions/Hollywood Park Redevelopment project and sports stadium.

The 93 cumulative projects consist of projects identified by City of El Segundo and neighboring jurisdictions including City of Los Angeles, City of Lawndale, City of Hermosa Beach, City of Manhattan Beach, City of Redondo Beach, Unincorporated Los Angeles County, City of Torrance, City of Hawthorne, and the City of Inglewood.

Exhibit 12 shows the forecast trip assignment of the cumulative projects for Long-Range conditions.

The list of the cumulative projects is contained in Appendix E.

Forecast Long-Range Without Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

10.1 Forecast Long-Range Without Project Conditions Traffic Volumes

Exhibit 13 shows Forecast Long-Range Without Project Conditions weekday PM peak hour and weekend mid-day peak hour volumes at the study intersections.

Forecast Long-Range Without Project Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

10.2 Forecast Long-Range Without Project Conditions Local Agency Study Intersection Peak Hour LOS

Table 9 summarizes Forecast Long-Range Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 9
Forecast Long-Range Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Forecast Long-Range Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
14. Continental Blvd / El Segundo Blvd	0.841 – D	0.490 – A
15. Nash St / El Segundo Blvd	**1.312 – F**	0.639 – B
16. Douglas Rd / El Segundo Blvd	**1.406 – F**	0.622 – B
17. Aviation Blvd / El Segundo Blvd	**1.391 – F**	0.712 – C
18. Isis Ave / El Segundo Blvd	**1.208 – F**	0.684 – B
21. La Cienega Blvd / El Segundo Blvd	**1.305 – F**	0.853 – D

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 9, the Local Agency study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for Forecast Long-Range Without Project Conditions with the exception of the following study intersections:

- Nash Street / El Segundo Boulevard (weekday PM peak hour only);
- Douglas Road / El Segundo Boulevard (weekday PM peak hour only);
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only);
- Isis Avenue / El Segundo Boulevard (weekday PM peak hour only); and
- La Cienega Boulevard / El Segundo Boulevard (weekday PM peak hour only).

11.0 Forecast Long-Range With Project Conditions

This section analyzes potential traffic impacts associated with the addition of trips forecast to be generated by the proposed project to Forecast Long-Range Without Project Conditions in 2040.Consistent with Forecast Long-Range Without Project Conditions, Forecast Long-Range With Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

11.1 Forecast Long-Range With Project Conditions Traffic Volumes

Exhibit 14 shows Forecast Long-Range With Project Conditions weekday PM peak hour and weekend mid-day peak hour volumes at the study intersections.

Forecast Long-Range With Project Conditions weekday and weekend average daily traffic (ADT) volumes for the roadway segments are contained in Appendix F.

11.2 Forecast Long-Range With Project Conditions Local Agency Study Intersection Peak Hour LOS

Table 10 summarizes Forecast Long-Range With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the Local Agency study intersections; detailed LOS analysis sheets are contained in Appendix C. Analysis of State Highway intersections under the jurisdiction of Caltrans is contained in Section 12.0 of this report.

Table 10
Forecast Long-Range With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *Local Agency* Study Intersection LOS

Local Agency Study Intersection	Forecast Long-Range Without Project		Forecast Long-Range With Project		Change in V/C		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
14. Continental Blvd / El Segundo Blvd	0.841 – D	0.490 – A	0.851 – D	0.497 – A	0.010	0.007	No
15. Nash St / El Segundo Blvd	**1.312 – F**	0.639 – B	**1.322 – F**	0.646 – B	0.010	0.007	No
16. Douglas Rd / El Segundo Blvd	**1.406 – F**	0.622 – B	**1.416 – F**	0.630 – B	0.010	0.008	No
17. Aviation Blvd / El Segundo Blvd	**1.391 – F**	0.712 – C	**1.398 – F**	0.720 – C	0.007	0.008	No
18. Isis Ave / El Segundo Blvd	**1.208 – F**	0.684 – B	**1.215 – F**	0.691 – B	0.007	0.007	No
21. La Cienega Blvd / El Segundo Blvd	**1.305 – F**	0.853 – D	**1.312 – F**	0.856 – D	0.007	0.003	No

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 10, with the addition of project-generated trips, the Local Agency study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for Forecast Long-Range With Project Conditions with the exception of the following study intersections:

- Nash Street / El Segundo Boulevard (weekday PM peak hour only);
- Douglas Road / El Segundo Boulevard (weekday PM peak hour only;
- Aviation Boulevard / El Segundo Boulevard (weekday PM peak hour only;
- Isis Avenue / El Segundo Boulevard (weekday PM peak hour only; and
- La Cienega Boulevard / El Segundo Boulevard (weekday PM peak hour only.

As also shown in Table 10, the addition of project-generated trips is forecast to result in no significant traffic impacts at the Local Agency study intersections based on agency-established thresholds of significance for Forecast Long-Range With Project Conditions (see Section 4.0 for applicable thresholds of significance).

At the intersection of Continental Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS D for Forecast Long-Range With Project Conditions. Hence,

based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Long-Range With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F). During the weekend mid-day peak hour, the intersection is forecast to operate at LOS A for Forecast Long-Range With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Nash Street / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Long-Range With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS B for Forecast Long-Range With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Douglas Road / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Long-Range With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS B for Forecast Long-Range With Project Conditions. Hence, based on the City of El Segundo thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project

Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Aviation Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of El Segundo, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of El Segundo threshold of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Long-Range With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS C for Forecast Long-Range With Project Conditions. Hence, based on the City of El Segundo threshold of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project Conditions since the addition of project-generated trips does not cause the peak hour level of service to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

At the intersection of Isis Avenue / El Segundo Boulevard, which is under the jurisdiction of the County of Los Angeles, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.01 or more. Hence, based on the County of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM peak hour for Forecast Long-Range With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS B for Forecast Long-Range With Project Conditions. Hence, based on the County of Los Angeles thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project Conditions since the addition of project-generated trips results in the peak hour level of service to operate at LOS B.

At the intersection of La Cienega Boulevard / El Segundo Boulevard, which is under the jurisdiction of the City of Hawthorne, during the weekday PM peak hour, the intersection is forecast to operate at LOS F for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.01 or more. Hence, based on the City of Hawthorne thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekday PM

peak hour for Forecast Long-Range With Project Conditions. During the weekend mid-day peak hour, the intersection is forecast to operate at LOS D for Forecast Long-Range With Project Conditions. However, the proposed project is forecast to not result in a V/C increase of 0.02 or more. Hence, based on the City of Hawthorne thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at this study intersection during the weekend mid-day peak hour for Forecast Long-Range With Project Conditions.

12.0 State Highway Intersection Analysis

This State Highway intersection analysis has been prepared in accordance with the Caltrans *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). This section evaluates potential traffic impacts associated with the addition of project-generated trips at the following sixteen (16) State Highway study intersections identified for analysis by Caltrans staff:

1. Sepulveda Boulevard (SR-1) / El Segundo Boulevard;
2. Sepulveda Boulevard (SR-1) / Hughes Way;
3. Sepulveda Boulevard (SR-1) / Park Place;
4. Sepulveda Boulevard (SR-1) / Rosecrans Avenue;
5. Sepulveda Boulevard (SR-1) / 33rd Street;
6. Sepulveda Boulevard (SR-1) / 30th Street;
7. Sepulveda Boulevard (SR-1) / Marine Way;
8. Sepulveda Boulevard (SR-1) / 18th Street;
9. Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard;
10. Sepulveda Boulevard (SR-1) / 8th Street;
11. Sepulveda Boulevard (SR-1) / 2nd Street;
12. Sepulveda Boulevard (SR-1) / Longfellow Drive;
13. Sepulveda Boulevard (SR-1) / Artesia Boulevard;
19. I-405 Southbound Ramps / El Segundo Boulevard;
20. La Cienega Boulevard / I-405 Southbound Ramps; and
22. I-405 Northbound Ramps / El Segundo Boulevard.

12.1 State Highway Intersection Analysis Methodology

Caltrans advocates use of *HCM* intersection analysis methodology to analyze the operation of signalized intersections. The *HCM* analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 11.

Table 11
State-Controlled Signalized Intersection HCM LOS & Delay Ranges

LOS	Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 to $\leq$ 20.0
C	> 20.0 to $\leq$ 35.0
D	> 35.0 to $\leq$ 55.0
E	> 55.0 to $\leq$ 80.0
F	> 80.0

Source: *2000 Highway Capacity Manual*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections.

12.2 State Highway Performance Criteria

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

12.3 State Highway Thresholds of Significance

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance based on discussions with Caltrans staff:

- A significant project impact occurs at a State Highway signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

12.4 Existing Conditions State Highway Study Intersection Peak Hour LOS

Table 12 summarizes Existing Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 12
Existing Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Existing Conditions	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	Delay – LOS	Delay – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**38.2 – D**	27.7 – C
2. Sepulveda Blvd (SR-1) / Hughes Way	16.9 – B	10.6 – B
3. Sepulveda Blvd (SR-1) / Park Place	12.4 – B	16.7 – B
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**41.5 – D**	32.7 – C
5. Sepulveda Blvd (SR-1) / 33rd St	19.6 – B	22.7 – C
6. Sepulveda Blvd (SR-1) / 30th St	13.7 – B	15.9 – B
7. Sepulveda Blvd (SR-1) / Marine Way	**35.2 – D**	25.5 – C
8. Sepulveda Blvd (SR-1) / 18th St	5.0 – A	5.7 – A
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**45.9 – D**	33.5 – C
10. Sepulveda Blvd (SR-1) / 8th St	5.0 – A	4.2 – A
11. Sepulveda Blvd (SR-1) / 2nd St	11.0 – B	9.1 – A
12. Sepulveda Blvd (SR-1) / Longfellow Dr	6.8 – A	3.9 – A
13. Sepulveda Blvd (SR-1) / Artesia Blvd	30.1 – C	28.2 – C
19. I-405 Southbound Ramps / El Segundo Blvd	19.2 – B	15.2 – B
20. La Cienega Blvd / I-405 SB Ramps	25.9 – C	23.0 – C
22. I-405 Northbound Ramps / El Segundo Blvd	10.8 – B	12.0 – B

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 12, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Existing Conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (weekday PM peak hour only); and

- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (weekday PM peak hour only).

12.5 Forecast Existing Plus Project Conditions State Highway Study Intersection Peak Hour LOS

The Existing Plus project scenario is a hypothetical scenario that assumes the proposed project would be fully implemented at the present time, with no other changes to area traffic volumes. This analysis is intended to comply with *CEQA Guidelines* Section 15125, and specifically recent court cases, including, without limitation, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal. 4th 439. This scenario assumes the full development of the proposed project and full absorption of the proposed project traffic on the circulation systems at the present time. This scenario is provided for informational purposes only, and is not intended to be used for potential project impact determination or mitigation.

Table 13 summarizes Forecast Existing Plus Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 13
Forecast Existing Plus Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**38.2 – D**	27.7 – C	**39.8 – D**	28.1 – C
2. Sepulveda Blvd (SR-1) / Hughes Way	16.9 – B	10.6 – B	18.0 – B	11.0 – B
3. Sepulveda Blvd (SR-1) / Park Place	12.4 – B	16.7 – B	12.3 – B	16.6 – B
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**41.5 – D**	32.7 – C	**42.5 – D**	32.8 – C
5. Sepulveda Blvd (SR-1) / 33rd St	19.6 – B	22.7 – C	19.7 – B	22.9 – C
6. Sepulveda Blvd (SR-1) / 30th St	13.7 – B	15.9 – B	13.7 – B	15.9 – B
7. Sepulveda Blvd (SR-1) / Marine Way	**35.2 – D**	25.5 – C	**35.6 – D**	25.4 – C
8. Sepulveda Blvd (SR-1) / 18th St	5.0 – A	5.7 – A	5.0 – A	5.6 – A

State Highway Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**45.9 – D**	33.5 – C	**47.3 – D**	33.8 – C
10. Sepulveda Blvd (SR-1) / 8th St	5.0 – A	4.2 – A	5.0 – A	4.1 – A
11. Sepulveda Blvd (SR-1) / 2nd St	11.0 – B	9.1 – A	11.0 – B	9.1 – A
12. Sepulveda Blvd (SR-1) / Longfellow Dr	6.8 – A	3.9 – A	6.8 – A	3.9 – A
13. Sepulveda Blvd (SR-1) / Artesia Blvd	30.1 – C	28.2 – C	30.3 – C	28.3 – C
19. I-405 Southbound Ramps / El Segundo Blvd	19.2 – B	15.2 – B	19.2 – B	14.8 – B
20. La Cienega Blvd / I-405 SB Ramps	25.9 – C	23.0 – C	25.9 – C	22.8 – C
22. I-405 Northbound Ramps / El Segundo Blvd	10.8 – B	12.0 – B	10.9 – B	12.1 – B

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 13, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Forecast Existing Plus Project Conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (weekday PM peak hour only); and
- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (weekday PM peak hour only).

12.6 Forecast Near-Term Without Project Conditions State Highway Study Intersection Peak Hour LOS

The Near-Term analysis year is year 2018, the year the proposed project is planned to open.

Table 14 summarizes Forecast Near-Term Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 14
Forecast Near-Term Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Forecast Near-Term Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	Delay – LOS	Delay – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**47.3 – D**	29.5 – C
2. Sepulveda Blvd (SR-1) / Hughes Way	17.0 – B	10.4 – B
3. Sepulveda Blvd (SR-1) / Park Place	12.3 – B	16.5 – B
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**47.6 – D**	33.3 – C
5. Sepulveda Blvd (SR-1) / 33rd St	19.8 – B	23.0 – C
6. Sepulveda Blvd (SR-1) / 30th St	14.0 – B	15.8 – B
7. Sepulveda Blvd (SR-1) / Marine Way	**38.7 – D**	26.1 – C
8. Sepulveda Blvd (SR-1) / 18th St	5.1 – A	5.6 – A
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**53.0 – D**	34.2 – C
10. Sepulveda Blvd (SR-1) / 8th St	5.0 – A	4.1 – A
11. Sepulveda Blvd (SR-1) / 2nd St	11.1 – B	9.0 – A
12. Sepulveda Blvd (SR-1) / Longfellow Dr	6.8 – A	3.9 – A
13. Sepulveda Blvd (SR-1) / Artesia Blvd	30.5 – C	28.2 – C
19. I-405 Southbound Ramps / El Segundo Blvd	20.9 – C	12.9 – B
20. La Cienega Blvd / I-405 SB Ramps	26.0 – C	22.2 – C
22. I-405 Northbound Ramps / El Segundo Blvd	12.0 – B	13.8 – B

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 14, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Forecast Near-Term Without Project Conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (weekday PM peak hour only);

- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (weekday PM peak hour only); and
- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (weekday PM peak hour only).

12.7 Forecast Near-Term With Project Conditions State Highway Study Intersection Peak Hour LOS

The Near-Term analysis year is year 2018, the year the proposed project is planned to open.

Table 15 summarizes Forecast Near-Term With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 15
Forecast Near-Term With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Forecast Near-Term Without Project		Forecast Near-Term With Project		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**47.3 – D**	29.5 – C	**50.3 – D**	30.0 – C	No
2. Sepulveda Blvd (SR-1) / Hughes Way	17.0 – B	10.4 – B	18.0 – B	10.9 – B	No
3. Sepulveda Blvd (SR-1) / Park Place	12.3 – B	16.5 – B	12.3 – B	16.4 – B	No
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**47.6 – D**	33.3 – C	**49.3 – D**	33.4 – C	No
5. Sepulveda Blvd (SR-1) / 33rd St	19.8 – B	23.0 – C	20.1 – C	23.2 – C	No
6. Sepulveda Blvd (SR-1) / 30th St	14.0 – B	15.8 – B	14.1 – B	15.8 – B	No
7. Sepulveda Blvd (SR-1) / Marine Way	**38.7 – D**	26.1 – C	**39.5 – D**	26.1 – C	No
8. Sepulveda Blvd (SR-1) / 18th St	5.1 – A	5.6 – A	5.1 – A	5.6 – A	No
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**53.0 – D**	34.2 – C	**54.9 – D**	34.5 – C	No
10. Sepulveda Blvd (SR-1) / 8th St	5.0 – A	4.1 – A	5.0 – A	4.1 – A	No
11. Sepulveda Blvd (SR-1) / 2nd St	11.1 – B	9.0 – A	11.1 – B	9.0 – A	No
12. Sepulveda Blvd (SR-1) / Longfellow Dr	6.8 – A	3.9 – A	6.8 – A	3.9 – A	No

State Highway Study Intersection	Forecast Near-Term Without Project		Forecast Near-Term With Project		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
13. Sepulveda Blvd (SR-1) / Artesia Blvd	30.5 – C	28.2 – C	30.7 – C	28.3 – C	No
19. I-405 Southbound Ramps / El Segundo Blvd	20.9 – C	12.9 – B	21.1 – C	12.7 – B	No
20. La Cienega Blvd / I-405 SB Ramps	26.0 – C	22.2 – C	26.1 – C	22.0 – C	No
22. I-405 Northbound Ramps / El Segundo Blvd	12.0 – B	13.8 – B	12.2 – B	13.9 – B	No

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 15, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Forecast Near-Term With Project conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (weekday PM peak hour only); and
- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (weekday PM peak hour only).

As also shown in Table 15, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for Forecast Near-Term With Project Conditions.

12.8 Forecast Long-Range Without Project Conditions State Highway Study Intersection Peak Hour LOS

The Long-Range year is year 2040, the Long-Range analysis year identified by Caltrans staff.

Forecast Long-Range Without Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

Table 16 summarizes Forecast Long-Range Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 16
Forecast Long-Range Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Forecast-Long Range Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	Delay – LOS	Delay – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**273.1 – F**	**142.6 – F**
2. Sepulveda Blvd (SR-1) / Hughes Way	23.3 – C	10.4 – B
3. Sepulveda Blvd (SR-1) / Park Place	12.5 – B	15.6 – B
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**113.0 – F**	**80.9 – F**
5. Sepulveda Blvd (SR-1) / 33rd St	**36.8 – D**	**44.1 – D**
6. Sepulveda Blvd (SR-1) / 30th St	**37.5 – D**	24.7 – C
7. Sepulveda Blvd (SR-1) / Marine Way	**104.3 – F**	**48.6 – D**
8. Sepulveda Blvd (SR-1) / 18th St	8.4 – A	7.5 – A
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**138.5 – F**	**103.0 – F**
10. Sepulveda Blvd (SR-1) / 8th St	17.6 – B	16.0 – B
11. Sepulveda Blvd (SR-1) / 2nd St	16.3 – B	9.9 – A
12. Sepulveda Blvd (SR-1) / Longfellow Dr	10.1 – B	4.8 – A
13. Sepulveda Blvd (SR-1) / Artesia Blvd	**85.8 – F**	**66.7 – E**
19. I-405 Southbound Ramps / El Segundo Blvd	**79.7 – E**	9.6 – A
20. La Cienega Blvd / I-405 SB Ramps	32.9 – C	23.0 – C
22. I-405 Northbound Ramps / El Segundo Blvd	**57.6 – E**	19.7 – B

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 16, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Forecast Long-Range Without Project Conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / 33rd Street (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / 30th Street (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / Artesia Boulevard (both weekday PM peak hour and weekend mid-day peak hour);
- I-405 Southbound Ramps / El Segundo Boulevard (weekday PM peak hour only); and
- I-405 Northbound Ramps / El Segundo Boulevard (weekday PM peak hour only).

12.9 Forecast Long-Range With Project Conditions State Highway Study Intersection Peak Hour LOS

The Long-Range year is year 2040, the Long-Range analysis year identified by Caltrans staff.

Consistent with Forecast Long-Range Without Project Conditions, Forecast Long-Range With Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

Table 17 summarizes Forecast Long-Range With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 17
Forecast Long-Range With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *State Highway* Study Intersection LOS

State Highway Study Intersection	Forecast Long-Range Without Project		Forecast Long-Range With Project		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**273.1 – F**	**142.6 – F**	**274.3 – F**	**144.5 – F**	No
2. Sepulveda Blvd (SR-1) / Hughes Way	23.3 – C	10.4 – B	24.4 – C	10.8 – B	No
3. Sepulveda Blvd (SR-1) / Park Place	12.5 – B	15.6 – B	12.6 – B	15.6 – B	No
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**113.0 – F**	**80.9 – F**	**115.8 – F**	**83.4 – F**	No
5. Sepulveda Blvd (SR-1) / 33rd St	**36.8 – D**	**44.1 – D**	**39.4 – D**	**46.1 – D**	No
6. Sepulveda Blvd (SR-1) / 30th St	**37.5 – D**	24.7 – C	**39.3 – D**	25.0 – C	No
7. Sepulveda Blvd (SR-1) / Marine Way	**104.3 – F**	**48.6 – D**	**107.8 – F**	**50.0 – D**	No
8. Sepulveda Blvd (SR-1) / 18th St	8.4 – A	7.5 – A	8.7 – A	7.6 – A	No
9. Sepulveda Blvd (SR-1) / Manhattan Beach Blvd	**138.5 – F**	**103.0 – F**	**142.2 – F**	**106.5 – F**	No
10. Sepulveda Blvd (SR-1) / 8th St	17.6 – B	16.0 – B	18.2 – B	16.0 – B	No
11. Sepulveda Blvd (SR-1) / 2nd St	16.3 – B	9.9 – A	16.6 – B	9.9 – A	No
12. Sepulveda Blvd (SR-1) / Longfellow Dr	10.1 – B	4.8 – A	10.3 – B	4.9 – A	No
13. Sepulveda Blvd (SR-1) / Artesia Blvd	**85.8 – F**	**66.7 – E**	**87.3 – F**	**67.8 – E**	No
19. I-405 Southbound Ramps / El Segundo Blvd	**79.7 – E**	9.6 – A	**81.7 – F**	9.5 – A	No
20. La Cienega Blvd / I-405 SB Ramps	32.9 – C	23.0 – C	33.3 – C	23.0 – C	No
22. I-405 Northbound Ramps / El Segundo Blvd	**57.6 – E**	19.7 – B	**59.2 – E**	19.7 – B	No

Notes: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 17, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for Forecast Long-Range With Project Conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (both weekday PM peak hour and weekend mid-day peak hour);

- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / 33rd Street (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / 30th Street (weekday PM peak hour only);
- Sepulveda Boulevard (SR-1) / Marine Way (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / Manhattan Beach Boulevard (both weekday PM peak hour and weekend mid-day peak hour);
- Sepulveda Boulevard (SR-1) / Artesia Boulevard (both weekday PM peak hour and weekend mid-day peak hour);
- I-405 Southbound Ramps / El Segundo Boulevard (weekday PM peak hour only); and
- I-405 Northbound Ramps / El Segundo Boulevard (weekday PM peak hour only.

As also shown in Table 17, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for Forecast Long-Range With Project Conditions.

12.10 Southbound Sepulveda Boulevard (SR-1) / Project Site Access Left-Turn Peak Hour Queueing Analysis

Access for the proposed project is planned to continue to be provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard (SR-1) and one right-in/right-out driveway on South Hughes Way.

While northbound and southbound through traffic movement on Sepulveda Boulevard (SR-1) is free-flow at the project access driveway at Sepulveda Boulevard (SR-1), the permitted southbound Sepulveda Boulevard (SR-1) left-turn movement into the project site must yield to the free-flow northbound Sepulveda Boulevard (SR-1) through movement.

Accordingly, Caltrans staff identified a vehicular queueing analysis be prepared for the southbound Sepulveda Boulevard (SR-1) left-turn pocket serving vehicles entering the project site from southbound Sepulveda Boulevard (SR-1) to determine whether adequate left-turn storage capacity is provided to accommodate the addition of trips forecast to be

generated by the proposed project. The analysis utilizes the Highway Capacity Manual (HCM) 95th Percentile methodology to evaluate vehicular queueing.

The southbound Sepulveda Boulevard (SR-1) left-turn pocket at the project access driveway currently has a storage capacity of approximately 225 feet.

Table 18 summarizes the results of the HCM 95th Percentile weekday PM peak hour and weekend mid-day peak hour vehicular queuing analysis for the southbound Sepulveda Boulevard (SR-1) left-turn movement at the project access driveway for all the analysis scenarios evaluated in this report. Detailed HCM 95th Percentile queuing analysis sheets are contained in Appendix D.

Table 18
Southbound Sepulveda Boulevard (SR-1) Left-Turn Movement at Project Driveway
Forecast 95th Percentile Vehicular Queuing Analysis

Analysis Scenario	Weekday PM Peak Hour		Weekend Mid-Day Peak Hour		Southbound Left-Turn Pocket Available Storage (feet)	Adequate Turn Pocket Storage Provided?
	Peak Hour Volume	95th Percentile Vehicular Queue (feet)	Peak Hour Volume	95th Percentile Vehicular Queue (feet)		
Existing Conditions	72	25	27	8	225	Yes
Forecast Existing Plus Project Conditions	134	63	70	28	225	Yes
Forecast Near-Term Without Project Conditions	73	28	27	10	225	Yes
Forecast Near-Term With Project Conditions	135	78	70	33	225	Yes
Forecast Long-Range Without Project Conditions	72	65	27	18	225	Yes
Forecast Long-Range With Project Conditions	134	188	70	68	225	Yes

As shown in Table 18, adequate storage capacity is currently provided to accommodate the queue generated by vehicles entering the project site via the southbound Sepulveda Boulevard (SR-1) left-turn movement at the project access driveway during both the weekday PM peak hour and weekend mid-day peak hour for all the analysis scenarios evaluated in this report.

13.0 Los Angeles Congestion Management Program Analysis

The purpose of the Los Angeles County Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

According to the CMP *(Los Angeles County Metropolitan Transportation Authority, 2010)*, those proposed projects, which meet the following criteria, must be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).

- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

This analysis evaluates the following CMP study intersections within the study area:

1. Sepulveda Boulevard (SR-1) / El Segundo Boulevard;
4. Sepulveda Boulevard (SR-1) / Rosecrans Avenue; and
13. Sepulveda Boulevard (SR-1) / Artesia Boulevard.

13.1 CMP Intersection Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization (ICU)* analysis method is utilized by the Los Angeles County CMP to determine the operating LOS of CMP signalized intersections. The *ICU* analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions) based on the corresponding volume to capacity (V/C) ratios previously shown in Table 2.

13.2 CMP Performance Criteria

The goal for CMP intersection peak hour intersection operation is LOS E or better.

13.3 CMP Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a CMP study facility, and thus requires mitigation, the Los Angeles County CMP utilizes the following threshold of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by two-percent or more of capacity (V/C > 0.02), causing or worsening LOS F (V/C > 1.00).

13.4 Existing Conditions CMP Study Intersection Peak Hour LOS

Table 19 summarizes Existing Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 19
Existing Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Existing Conditions	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	0.912 – E	0.631 – B
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	0.964 – E	0.725 – C
13. Sepulveda Blvd (SR-1) / Artesia Blvd	0.774 – C	0.641 – B

Notes: V/C = volume-to-capacity ratio.

As shown in Table 19, the CMP study intersections are currently operating at an acceptable LOS (LOS E or better) according to CMP performance criteria for Existing Conditions.

13.5 Forecast Existing Plus Project Conditions CMP Study Intersection Peak Hour LOS

The Existing Plus project scenario is a hypothetical scenario that assumes the proposed project would be fully implemented at the present time, with no other changes to area traffic volumes. This analysis is intended to comply with *CEQA Guidelines* Section 15125, and specifically recent court cases, including, without limitation, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal. 4th 439. This scenario assumes the full development of the proposed project and full absorption of the proposed project traffic on the circulation systems at the present time. This scenario is provided for informational purposes only, and is not intended to be used for potential project impact determination or mitigation.

Table 20 summarizes Forecast Existing Plus Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 20
Forecast Existing Plus Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Change in V/C	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS		
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	0.912 – E	0.631 – B	0.929 – E	0.652 – B	0.017	0.021
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	0.964 – E	0.725 – C	0.975 – E	0.722 – C	0.011	-0.003
13. Sepulveda Blvd (SR-1) / Artesia Blvd	0.774 – C	0.641 – B	0.778 – C	0.644 – B	0.004	0.003

Notes: V/C = volume-to-capacity ratio.

As shown in Table 20, with the addition of project-generated trips, the CMP study intersections are forecast to continue to operate at an acceptable LOS (LOS E or better) according to CMP performance criteria for Forecast Existing Plus Project Conditions.

13.6 Forecast Near-Term Without Project Conditions CMP Study Intersection Peak Hour LOS

The Near-Term analysis year is year 2018, the year the proposed project is planned to open.

Table 21 summarizes Forecast Near-Term Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 21
Forecast Near-Term Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Forecast Near-Term Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	0.984 – E	0.705 – C
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**1.011 – F**	0.746 – C
13. Sepulveda Blvd (SR-1) / Artesia Blvd	0.809 – D	0.658 – B

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 21, the CMP study intersections are forecast to continue to operate at an acceptable LOS (LOS E or better) according to CMP performance criteria for Forecast Near-Term Without Project Conditions with the exception of the following study intersection:

- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only).

13.7 Forecast Near-Term With Project Conditions CMP Study Intersection Peak Hour LOS

The Near-Term analysis year is year 2018, the year the proposed project is planned to open.

Table 22 summarizes Forecast Near-Term With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 22
Forecast Near-Term With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Forecast Near-Term Without Project		Forecast Near-Term With Project		Change in V/C		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	0.984 – E	0.705 – C	**1.001 – F**	0.723 – C	0.017	0.018	No
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**1.011 – F**	0.746 – C	**1.021 – F**	0.754 – C	0.010	0.008	No
13. Sepulveda Blvd (SR-1) / Artesia Blvd	0.809 – D	0.658 – B	0.813 – D	0.662 – B	0.004	0.004	No

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 22, with the addition of project-generated trips, the CMP study intersections are forecast to continue to operate at an acceptable LOS (LOS E or better) according to CMP performance criteria for Forecast Near-Term With Project conditions with the exception of the following study intersections:

- Sepulveda Boulevard (SR-1) / El Segundo Boulevard (weekday PM peak hour only); and
- Sepulveda Boulevard (SR-1) / Rosecrans Avenue (weekday PM peak hour only).

As also shown in Table 22, based on the CMP thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the CMP study intersections for Forecast Near-Term With Project Conditions.

13.8 Forecast Long-Range Without Project Conditions CMP Study Intersection Peak Hour LOS

The Long-Range year is year 2040, the Long-Range analysis year identified by Caltrans staff.

Forecast Long-Range Without Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

Table 23 summarizes Forecast Long-Range Without Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 23
Forecast Long-Range Without Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Forecast Long-Range Without Project	
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour
	V/C – LOS	V/C – LOS
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**1.653 – F**	**1.346 – F**
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**1.314 – F**	**1.133 – F**
13. Sepulveda Blvd (SR-1) / Artesia Blvd	**1.200 – F**	**1.089 – F**

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold.**

As shown in Table 23, the CMP study intersections are forecast to operate at a deficient LOS (LOS F) according to CMP performance criteria for Forecast Long-Range Without Project Conditions.

13.9 Forecast Long-Range With Project Conditions CMP Study Intersection Peak Hour LOS

The Long-Range year is year 2040, the Long-Range analysis year identified by Caltrans staff.

Consistent with Forecast Long-Range Without Project Conditions, Forecast Long-Range With Project Conditions assumes the realignment and extension of Nash Street and Continental Boulevard south of El Segundo Boulevard within the Raytheon site to provide a public roadway connection between El Segundo Boulevard and Sepulveda Boulevard (SR-1) via the existing Hughes Way alignment and its intersection with Sepulveda Boulevard (SR-1) as part of the approved Raytheon South Campus Specific Plan project.

Table 24 summarizes Forecast Long-Range With Project Conditions weekday PM peak hour and weekend mid-day peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 24
Forecast Long-Range With Project Conditions
Weekday PM & Weekend Mid-Day Peak Hour *CMP* Study Intersection LOS

CMP Study Intersection	Forecast Long-Range Without Project		Forecast Long-Range With Project		Change in V/C		Significant Impact?
	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	Weekday PM Peak Hour	Weekend Mid-Day Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS			
1. Sepulveda Blvd (SR-1) / El Segundo Blvd	**1.653 – F**	**1.346 – F**	**1.662 – F**	**1.352 – F**	0.009	0.006	No
4. Sepulveda Blvd (SR-1) / Rosecrans Ave	**1.314 – F**	**1.133 – F**	**1.325 – F**	**1.141 – F**	0.011	0.008	No
13. Sepulveda Blvd (SR-1) / Artesia Blvd	**1.200 – F**	**1.089 – F**	**1.202 – F**	**1.092 – F**	0.002	0.003	No

Notes: V/C = volume-to-capacity ratio; deficient intersection operation shown in **bold**.

As shown in Table 24, with the addition of project-generated trips, the CMP study intersections are forecast to continue to operate at a deficient LOS (LOS F) according to CMP performance criteria for Forecast Long-Range With Project Conditions.

As also shown in Table 24, based on the CMP thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the CMP study intersections for Forecast Long-Range With Project Conditions.

13.10 CMP Transit Analysis

The following transit services are available in the vicinity of the proposed project site:

- Los Angeles County Metropolitan Transportation Authority (MTA) Bus Line Route 232 travels along Sepulveda Boulevard and intersects Rosecrans Avenue.

The proposed project is forecast to conservatively generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips.

The proposed project is forecast to conservatively generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips.

Utilizing this guideline, the proposed project is forecast to conservatively generate approximately 3,137 weekday daily person trips which include approximately 71 weekday AM peak hour person trips and approximately 346 weekday PM peak hour person trips. Similarly, the proposed project is forecast to conservatively generate approximately 5,272 weekend daily trips which include approximately 252 weekend mid-day peak hour trips.

Based on CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed project it utilized:

- 3.5 percent of Total Person Trips Generated.

Table 25 shows the calculation of project-generated transit trips, utilizing CMP guidelines.

Table 25
CMP Transit Trip Generation of Proposed Project

	Weekday			Weekend	
	AM Peak Hour	**PM Peak Hour**	**Daily**	**Mid-Day Peak Hour**	**Daily**
Trip Generation of Proposed Project (Veh)	51	247	2,241	180	3,766
Person Trips Conversion Factor	1.4	1.4	1.4	1.4	1.4
Person Trips of Proposed Project	71	346	3,137	252	5,272
3.5% Transit Trips Conversion Factor	3.5%	3.5%	3.5%	3.5%	3.5%
Total Transit Trips of Proposed Project	**2**	**12**	**110**	**9**	**185**

Note: Veh = Vehicles.

As shown in Table 25, based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is forecast to generate approximately 2 weekday AM peak hour transit trips, approximately 12 weekday PM peak hour transit trips, and approximately 110 weekday daily transit trips. The proposed project is forecast to generate approximately 9 weekend mid-day peak hour transit trips, and approximately 185 weekend mid-day daily transit trips.

14.0 Mitigation Measures

No traffic mitigation measures are required for the proposed project since based on agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts for any of the study scenarios evaluated in this report.

15.0 Conclusions

Trip generation for the proposed project is based on the *400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis (RK Engineering Group, June 6, 2016)* analysis which details the observations and procedures utilized in determination of the trip generation for the proposed project. The project trip generation analysis is conservative since it utilizes the highest trip generation measured on peak operating days at two existing 65,000 square foot Topgolf facilities like the 65,000 square foot Topgolf facility proposed in El Segundo, while at the same time, utilizes the lowest trip generation measured at The Lakes driving range on non-peak operating days to be subtracted from the measured Topgolf trip generation to account for the displaced driving range.

The proposed project is conservatively forecast to generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips. The proposed project is conservatively forecast to generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

It should be noted this is a conservative analysis since no pass-by trip adjustment and discount is applied to the proposed project when in reality it is expected that a number of project trips, particularly in the weekday PM peak hour, would already be on the arterial roadway system having just exited the major employment centers in the area.

Since the proposed project is forecast to generate less than 50 trips at any study intersection during the weekday AM peak hour, City of El Segundo and Caltrans staff determined a weekday AM peak hour analysis is not required for the proposed project. Accordingly, this analysis evaluates weekday PM peak hour and weekend-day mid-day peak hour conditions for potential traffic impacts associated with the proposed project at the twenty-two study intersections identified by City of El Segundo and Caltrans staff.

Additionally, a queuing analysis has been prepared to determine whether adequate turn pocket storage capacity is provided for the permitted southbound Sepulveda Boulevard (SR-1) left-turn movement entering the project access driveway. The results of the queuing analysis indicate adequate storage capacity is currently provided to accommodate the queue generated by vehicles entering the project site via the southbound Sepulveda Boulevard (SR-1) left-turn movement at the project access driveway during both the weekday PM peak hour and weekend mid-day peak hour for all the analysis scenarios evaluated in this report.

Based on agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts for any of the study scenarios evaluated in this report. Hence, no traffic mitigation measures are required for the proposed project.

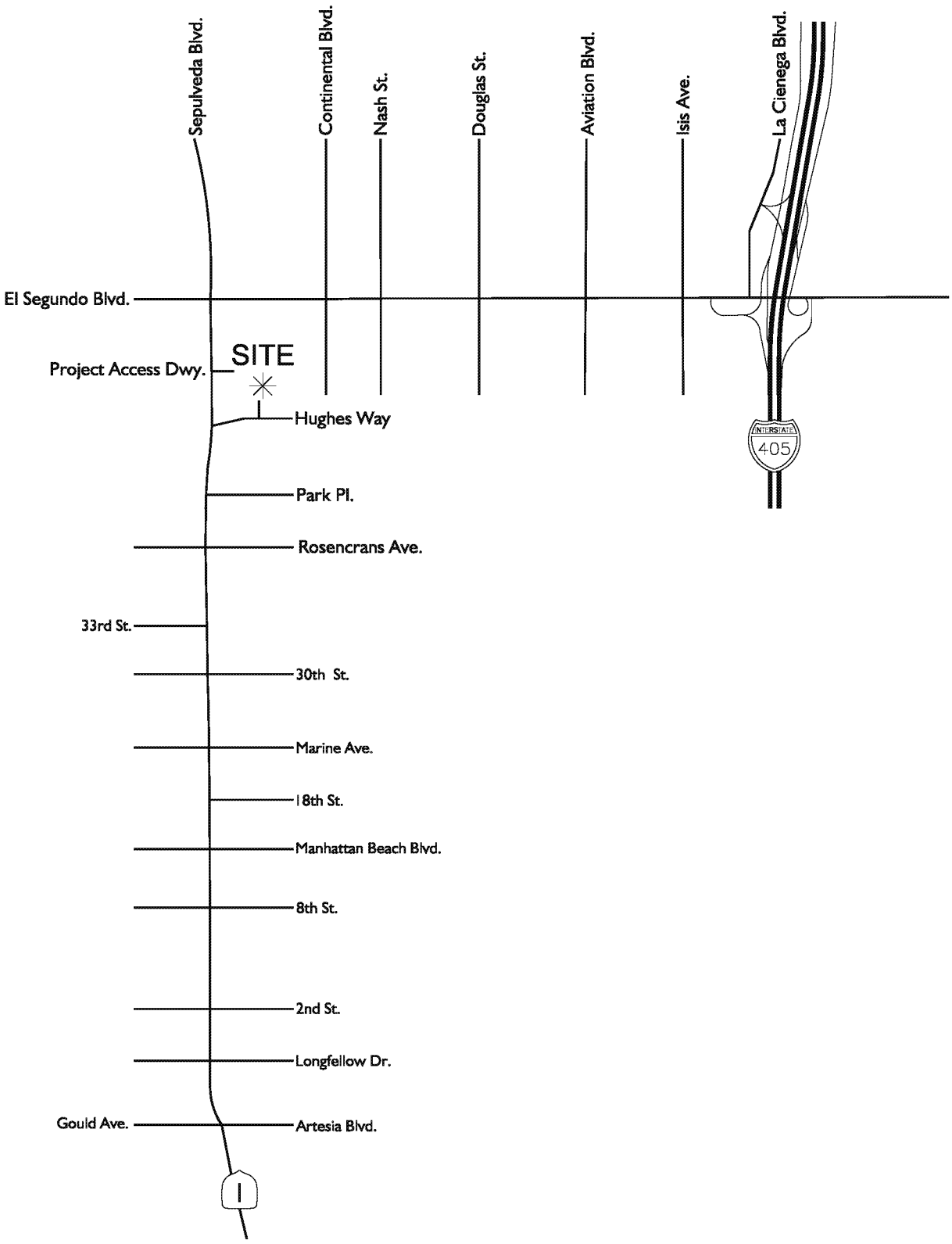
Appendices

Appendix A

Exhibits

Exhibit 1

Project Site Location

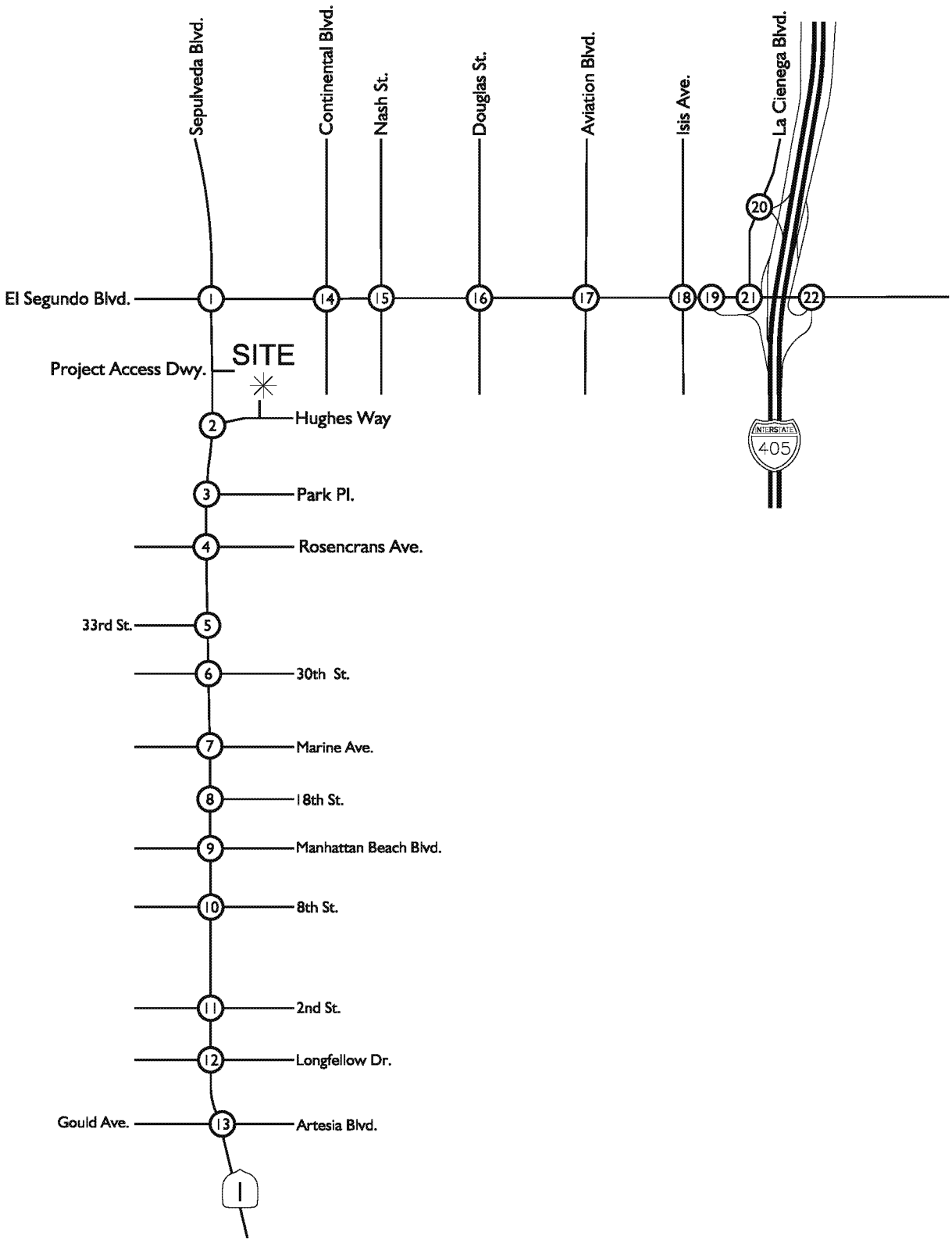


NOT TO SCALE

N

Exhibit 2

Study Intersection Location



NOT TO SCALE

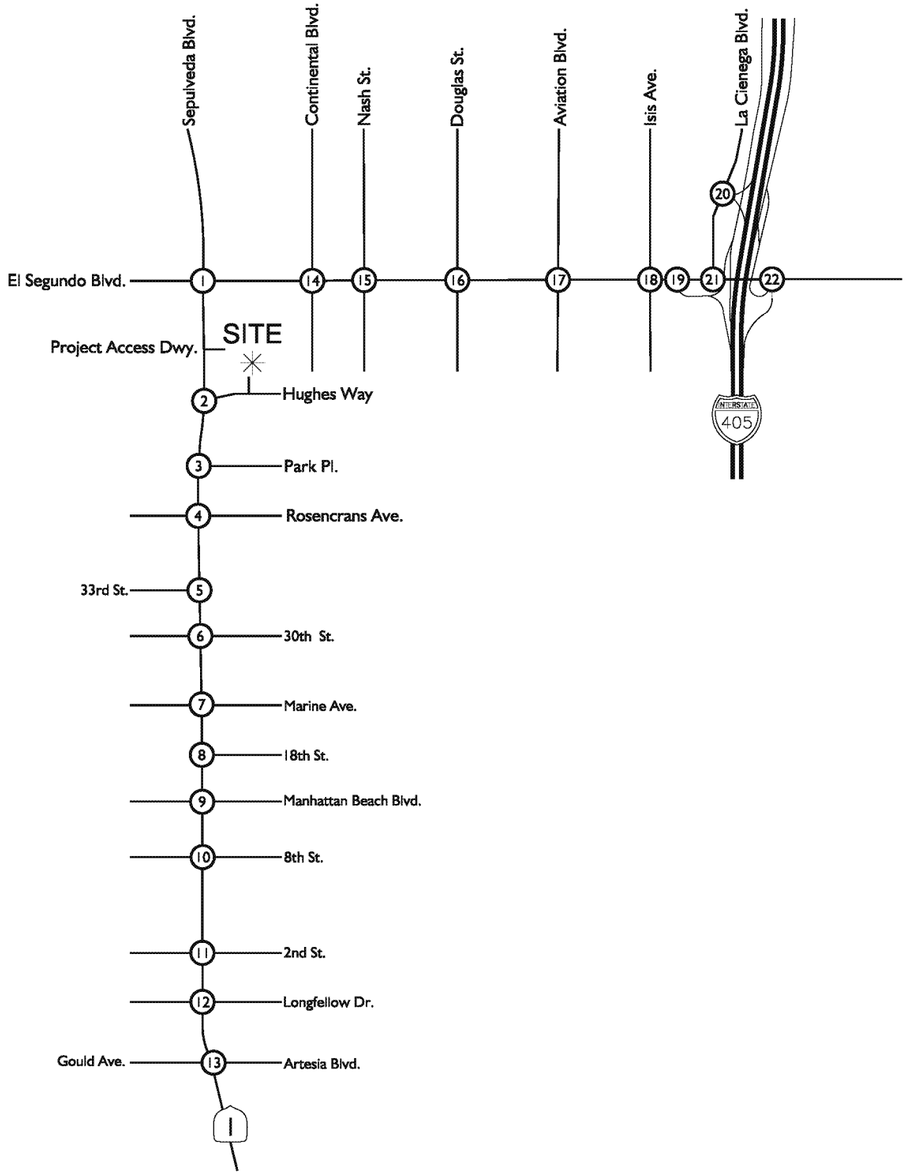
Legend:

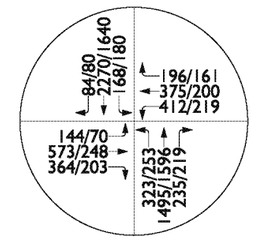
(1) = Study Area Intersection

N

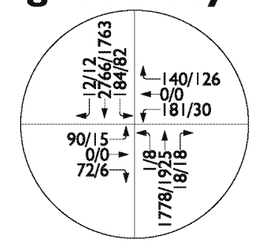
Exhibit 3

Existing Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes

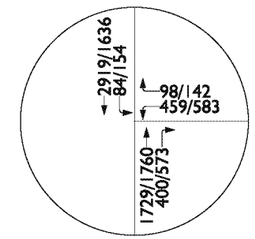




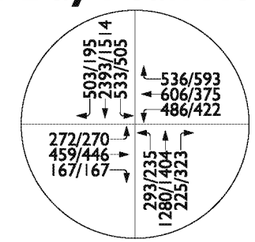
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



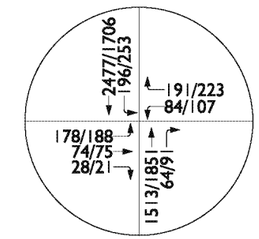
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



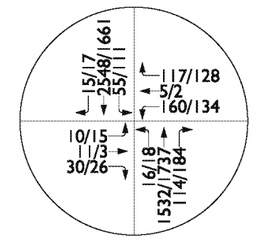
3. Sepulveda Boulevard (NS) & Park Place (EW)



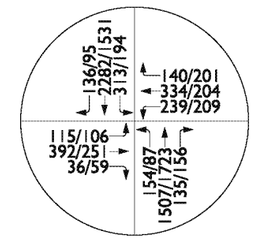
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



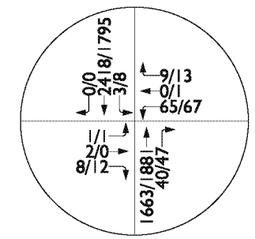
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



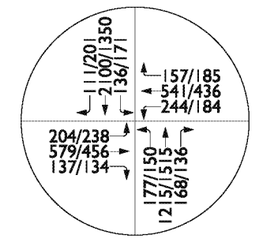
6. Sepulveda Boulevard (NS) & 30th Street (EW)



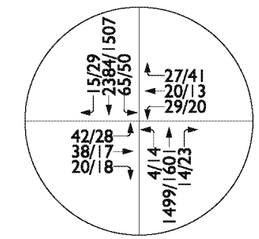
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



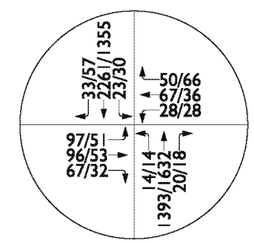
8. Sepulveda Boulevard (NS) & 18th Street (EW)



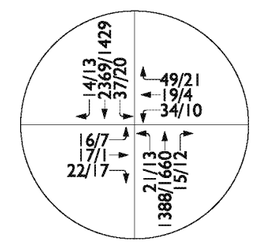
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



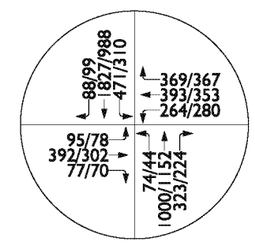
10. Sepulveda Boulevard (NS) & 8th Street (EW)



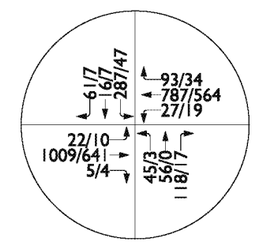
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



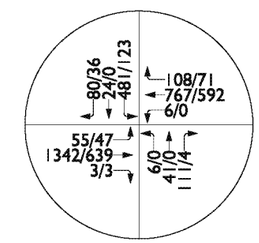
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



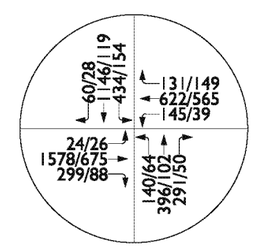
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



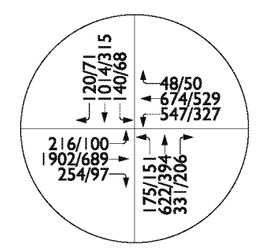
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



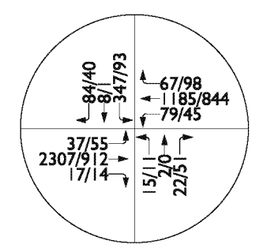
15. Nash Street (NS) & El Segundo Boulevard (EW)



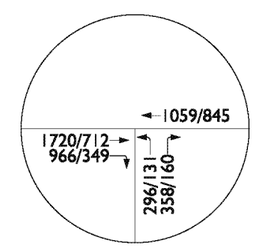
16. Douglas Street (NS) & El Segundo Boulevard (EW)



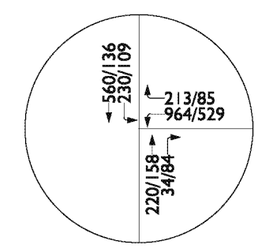
17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



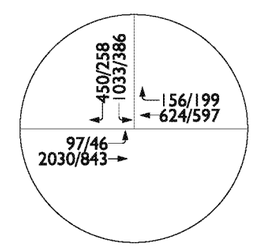
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



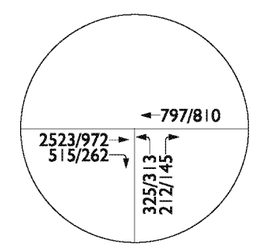
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



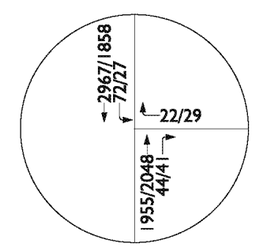
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (NS)



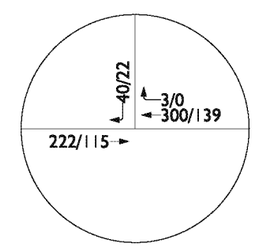
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

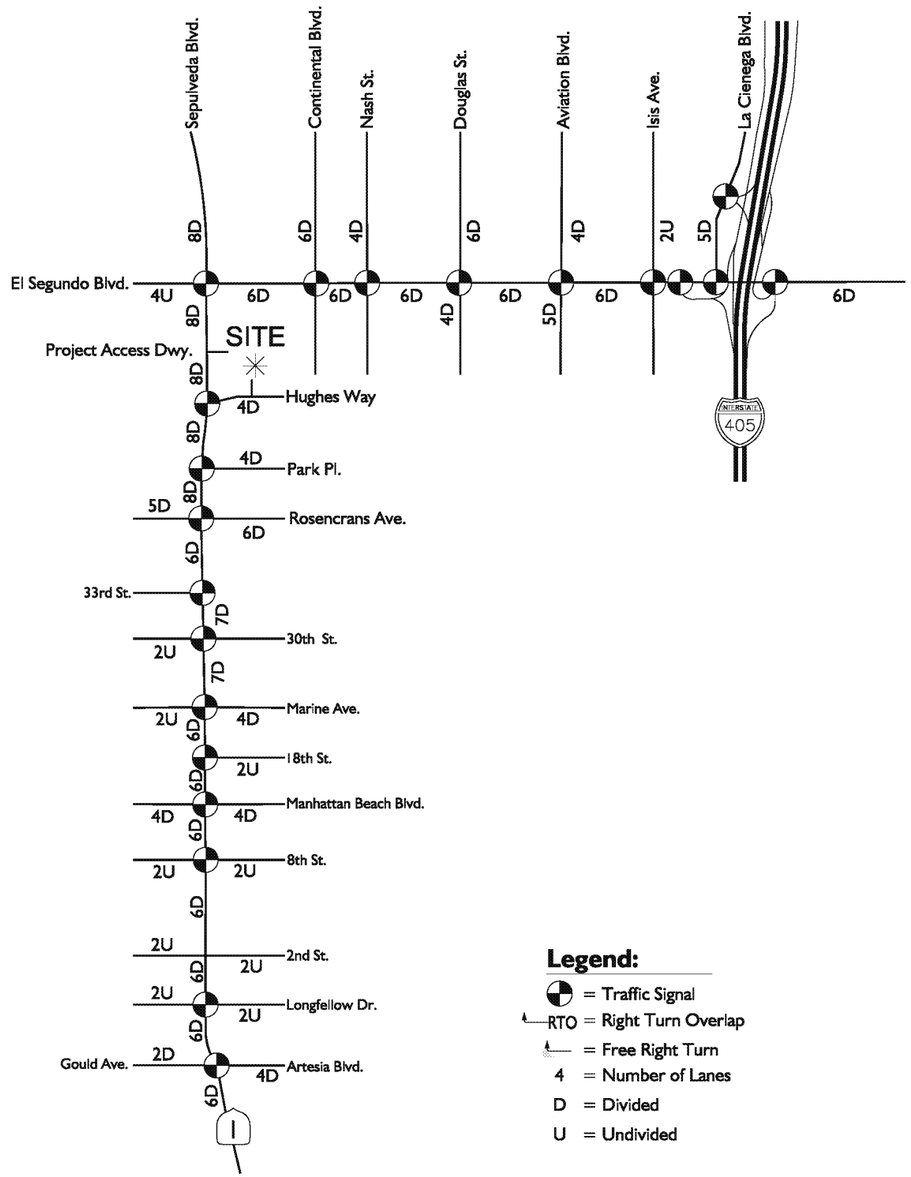
N

Legend:

10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

Exhibit 4

Existng Traffic Controls and Study Intersection Geometry

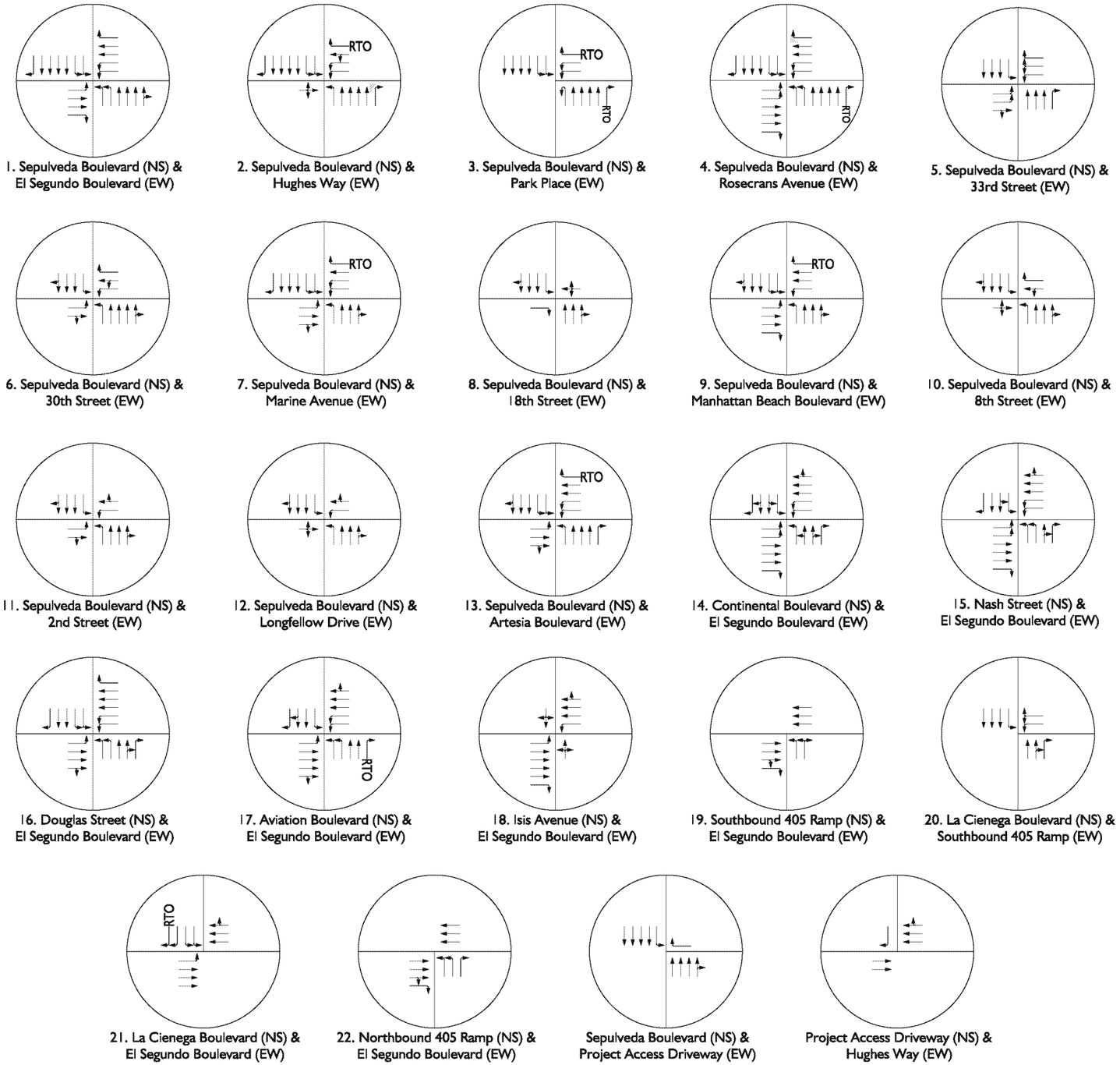


Legend:

- = Traffic Signal
- RTO = Right Turn Overlap
- = Free Right Turn
- 4 = Number of Lanes
- D = Divided
- U = Undivided

NOT TO SCALE

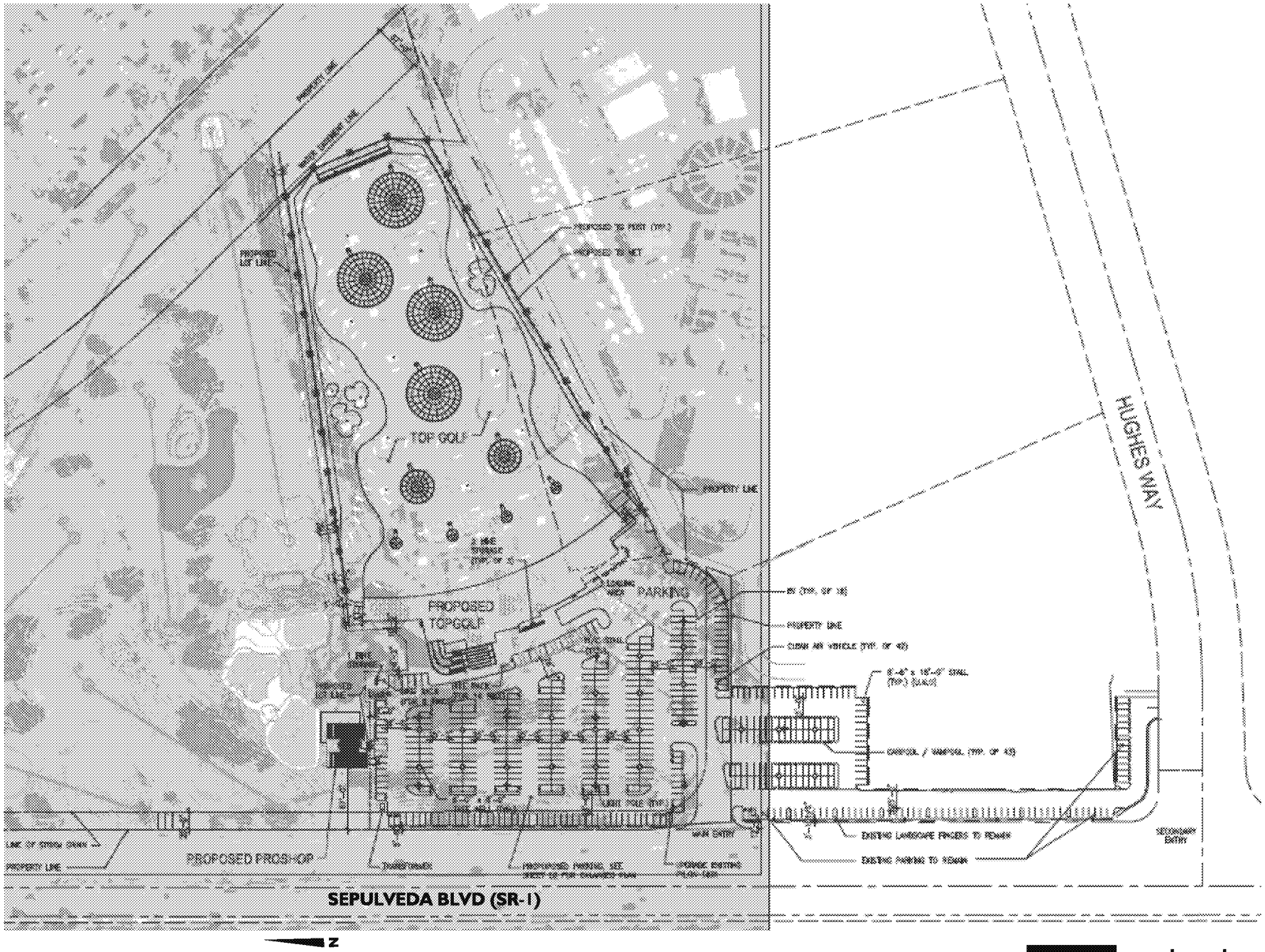
N



RK engineering group, inc.

Exhibit 5

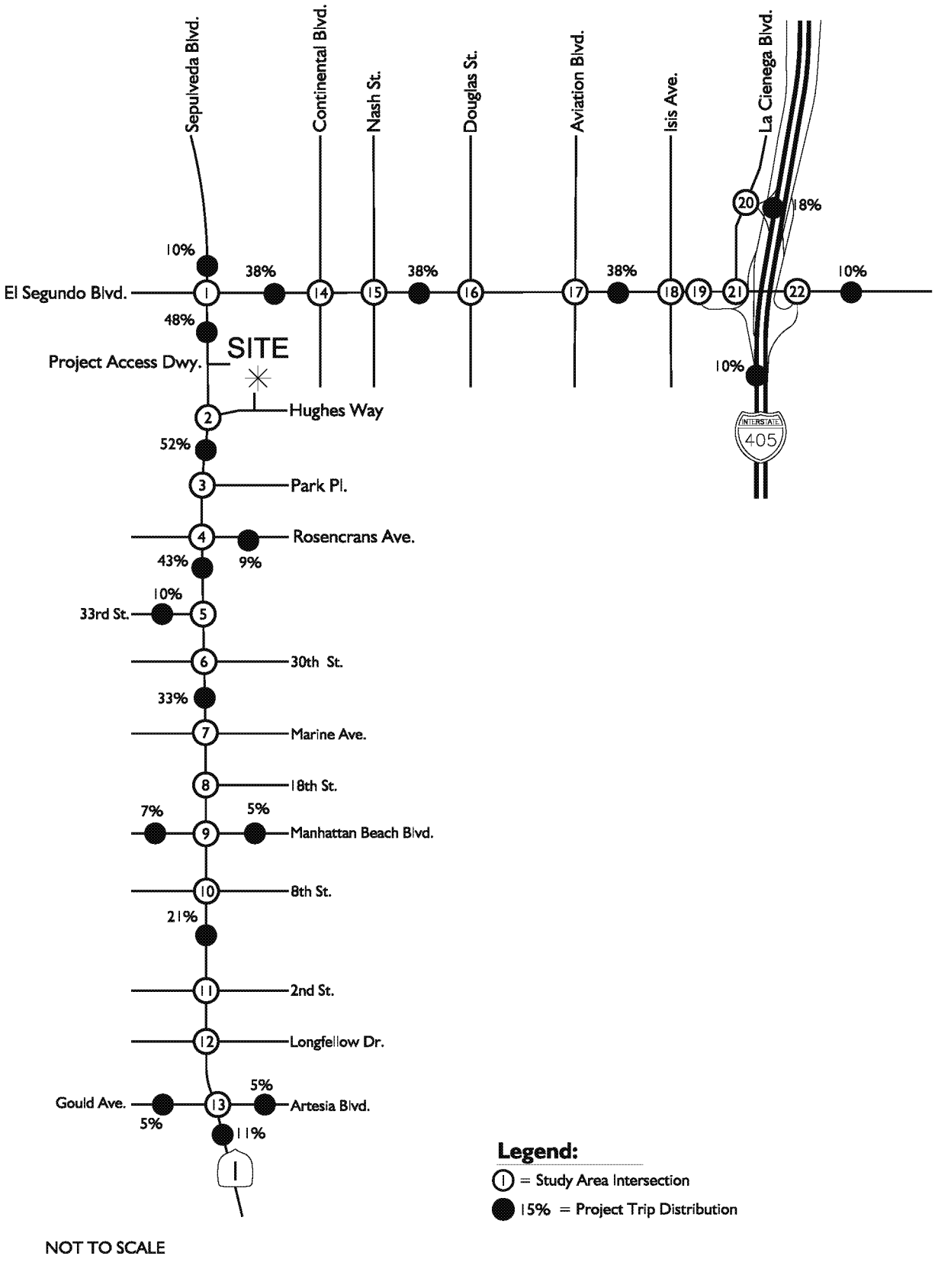
Proposed Project Site Plan



RK engineering group, inc.

Exhibit 6

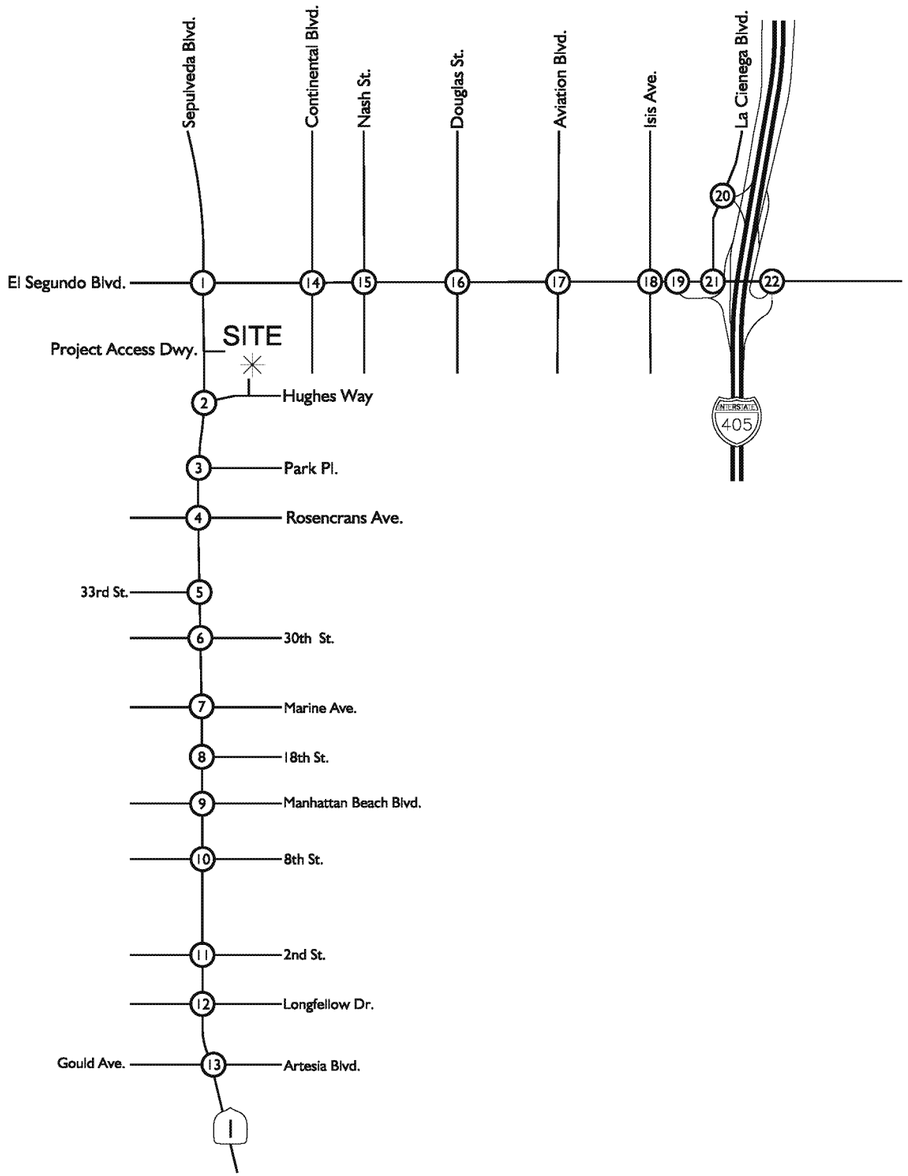
Forecast Trip Distribution of Proposed Project

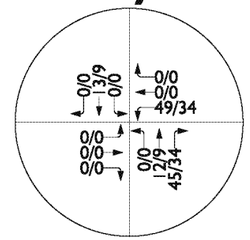


0003-2016-02 (Ex6)

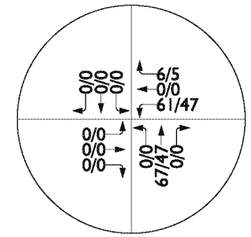
Exhibit 7

Forcast Weekday PM & Weekend Mid-Day Peak Hour Trip Assignment of Proposed Project

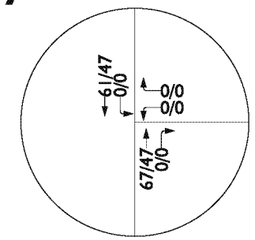




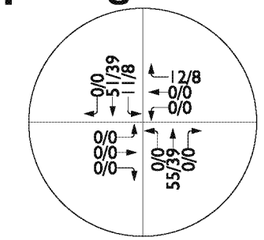
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



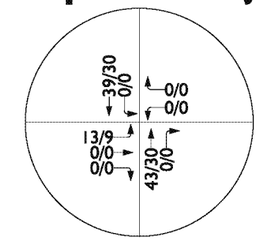
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



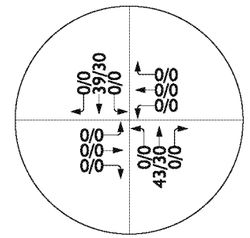
3. Sepulveda Boulevard (NS) & Park Place (EW)



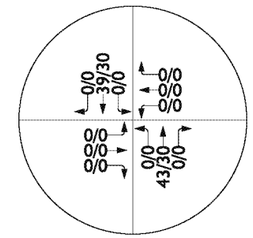
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



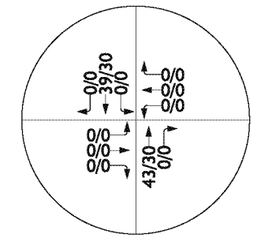
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



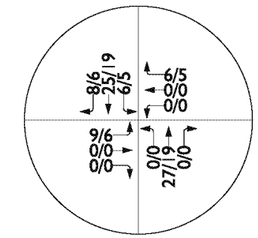
6. Sepulveda Boulevard (NS) & 30th Street (EW)



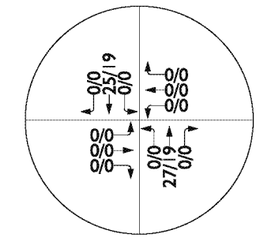
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



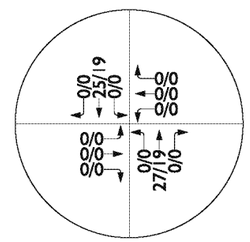
8. Sepulveda Boulevard (NS) & 18th Street (EW)



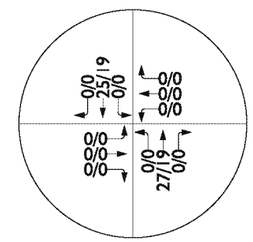
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



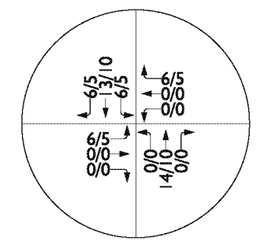
10. Sepulveda Boulevard (NS) & 8th Street (EW)



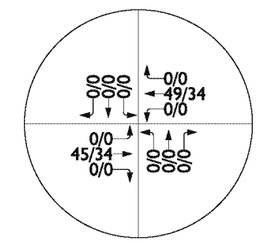
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



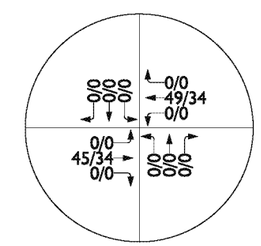
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



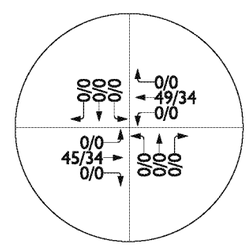
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



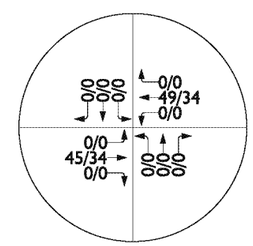
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



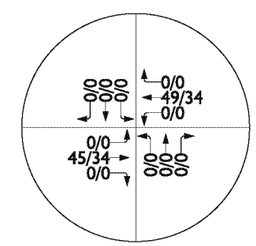
15. Nash Street (NS) & El Segundo Boulevard (EW)



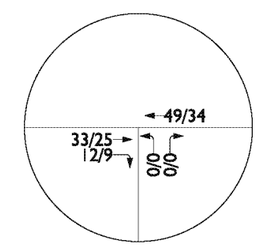
16. Douglas Street (NS) & El Segundo Boulevard (EW)



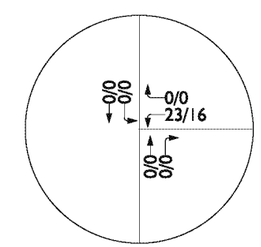
17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



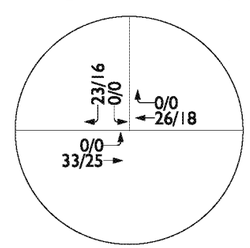
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



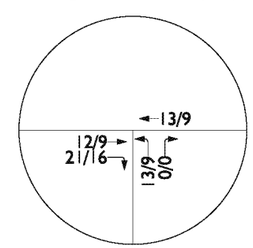
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



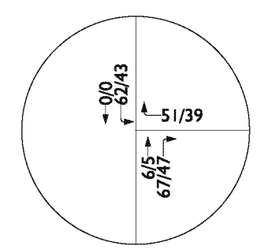
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



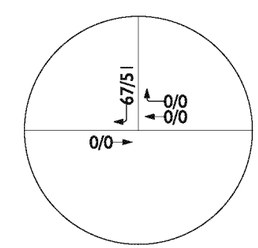
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

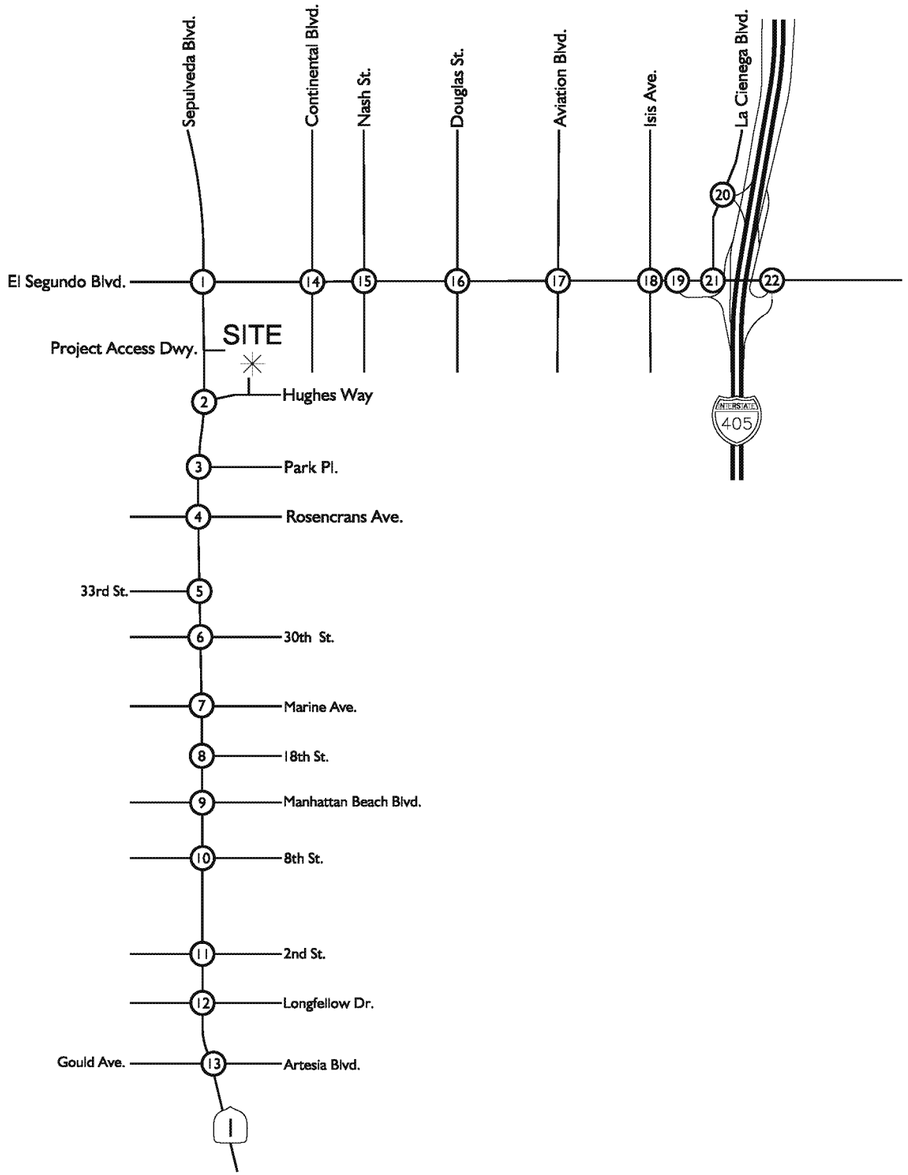
N

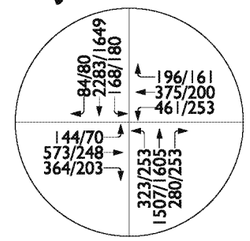
Legend:

10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

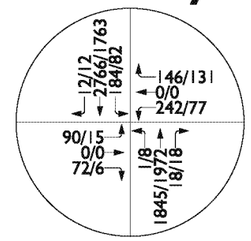
Exhibit 8

Forecast Existing Plus Project Conditions Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes

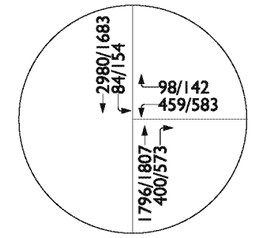




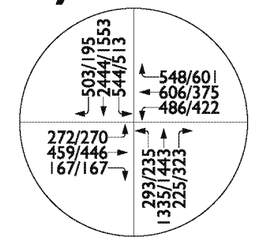
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



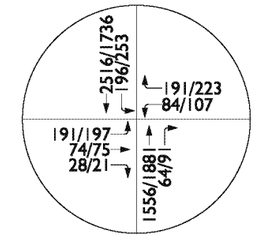
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



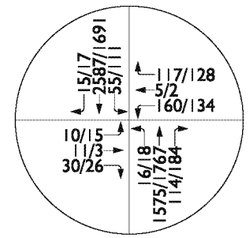
3. Sepulveda Boulevard (NS) & Park Place (EW)



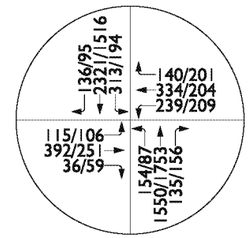
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



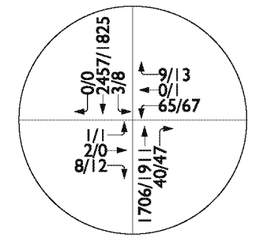
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



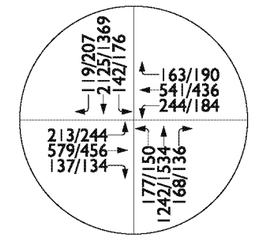
6. Sepulveda Boulevard (NS) & 30th Street (EW)



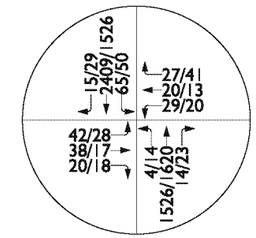
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



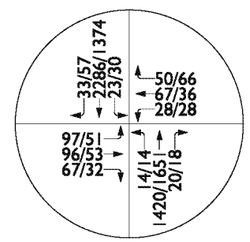
8. Sepulveda Boulevard (NS) & 18th Street (EW)



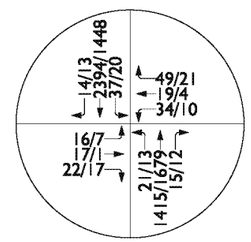
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



10. Sepulveda Boulevard (NS) & 8th Street (EW)



11. Sepulveda Boulevard (NS) & 2nd Street (EW)



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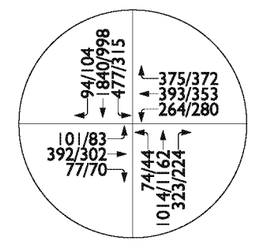
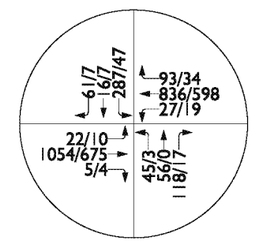
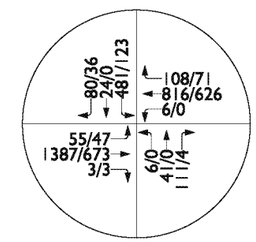


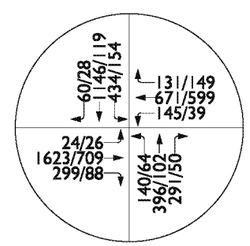
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



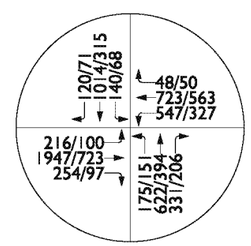
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



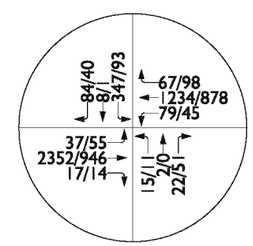
15. Nash Street (NS) & El Segundo Boulevard (EW)



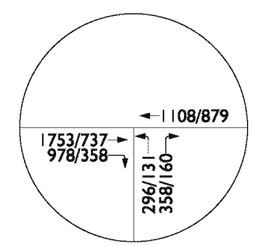
16. Douglas Street (NS) & El Segundo Boulevard (EW)



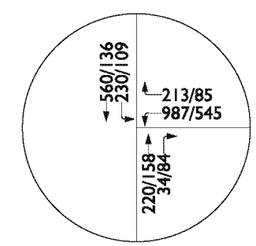
17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



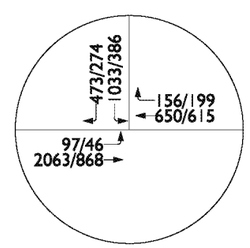
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



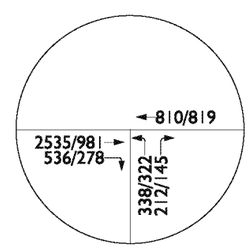
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



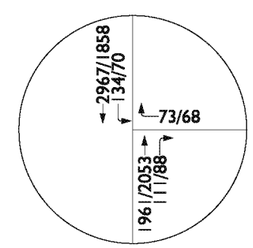
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



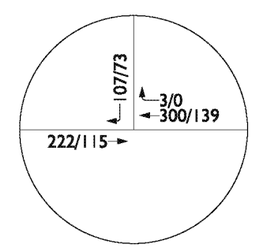
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

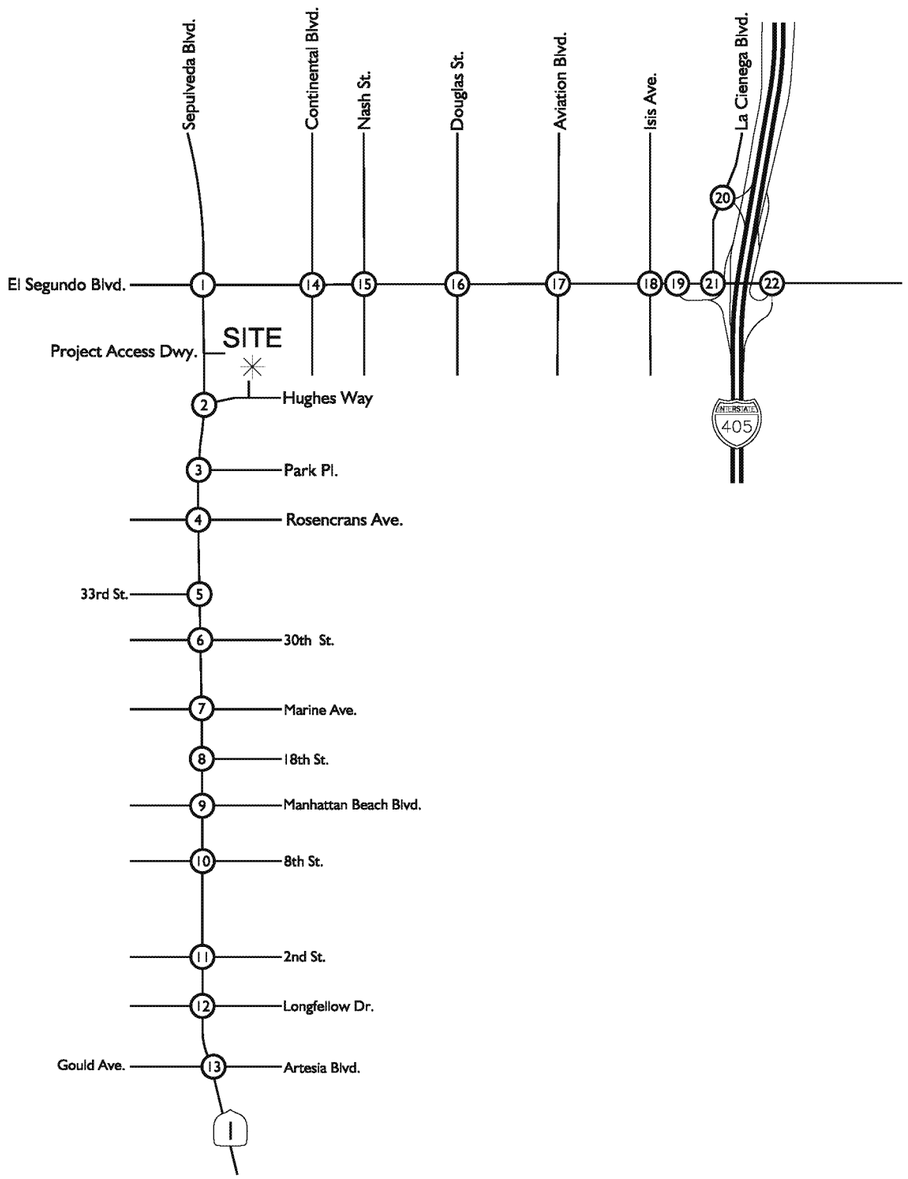
NOT TO SCALE

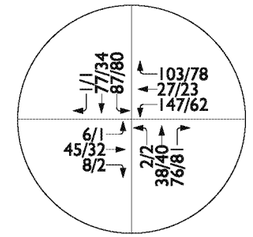
N

Legend:

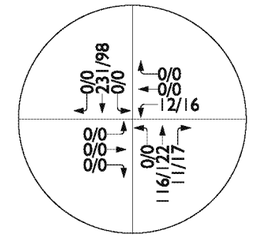
10/20 = Weekday PM/Saturday Mid-Day Peak Hour Volumes

Forecast Weekday PM & Weekend Mid-Day Peak Hour Trip Assignment of Cumulative Projects (Near-Term)

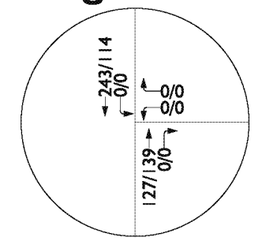




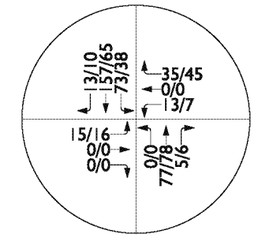
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



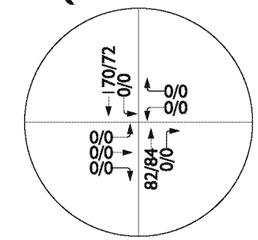
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



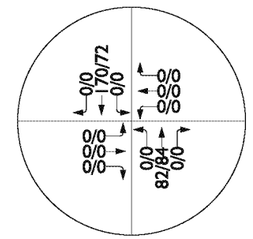
3. Sepulveda Boulevard (NS) & Park Place (EW)



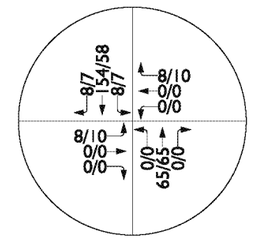
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



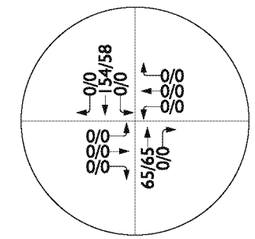
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



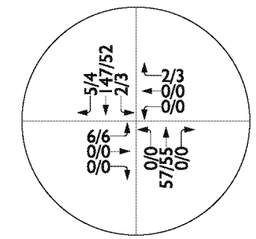
6. Sepulveda Boulevard (NS) & 30th Street (EW)



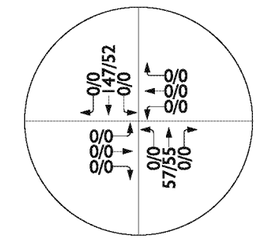
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



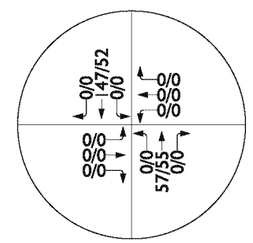
8. Sepulveda Boulevard (NS) & 18th Street (EW)



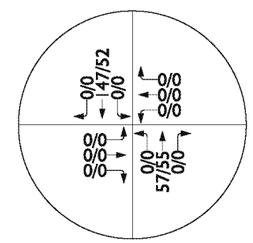
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



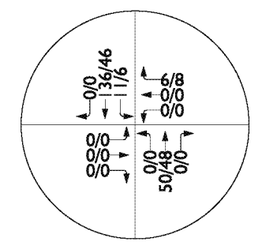
10. Sepulveda Boulevard (NS) & 8th Street (EW)



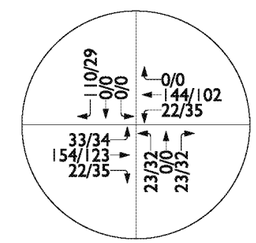
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



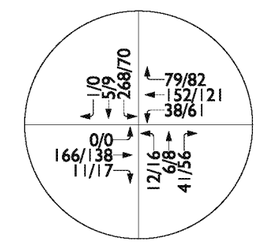
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



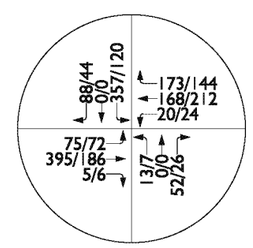
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



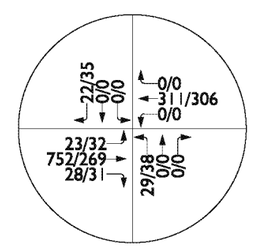
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



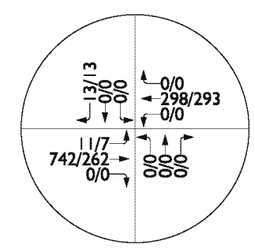
15. Nash Street (NS) & El Segundo Boulevard (EW)



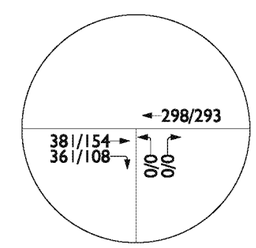
16. Douglas Street (NS) & El Segundo Boulevard (EW)



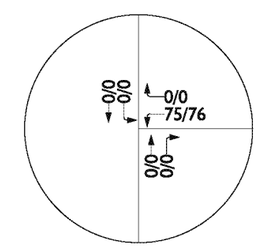
17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



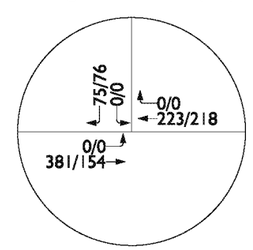
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



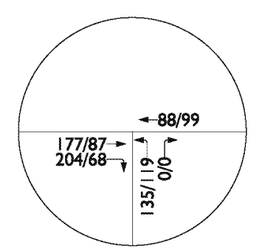
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



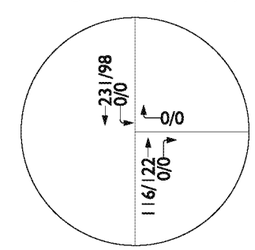
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



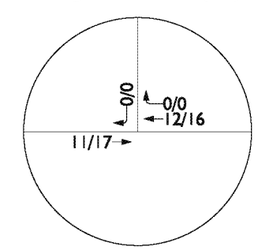
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

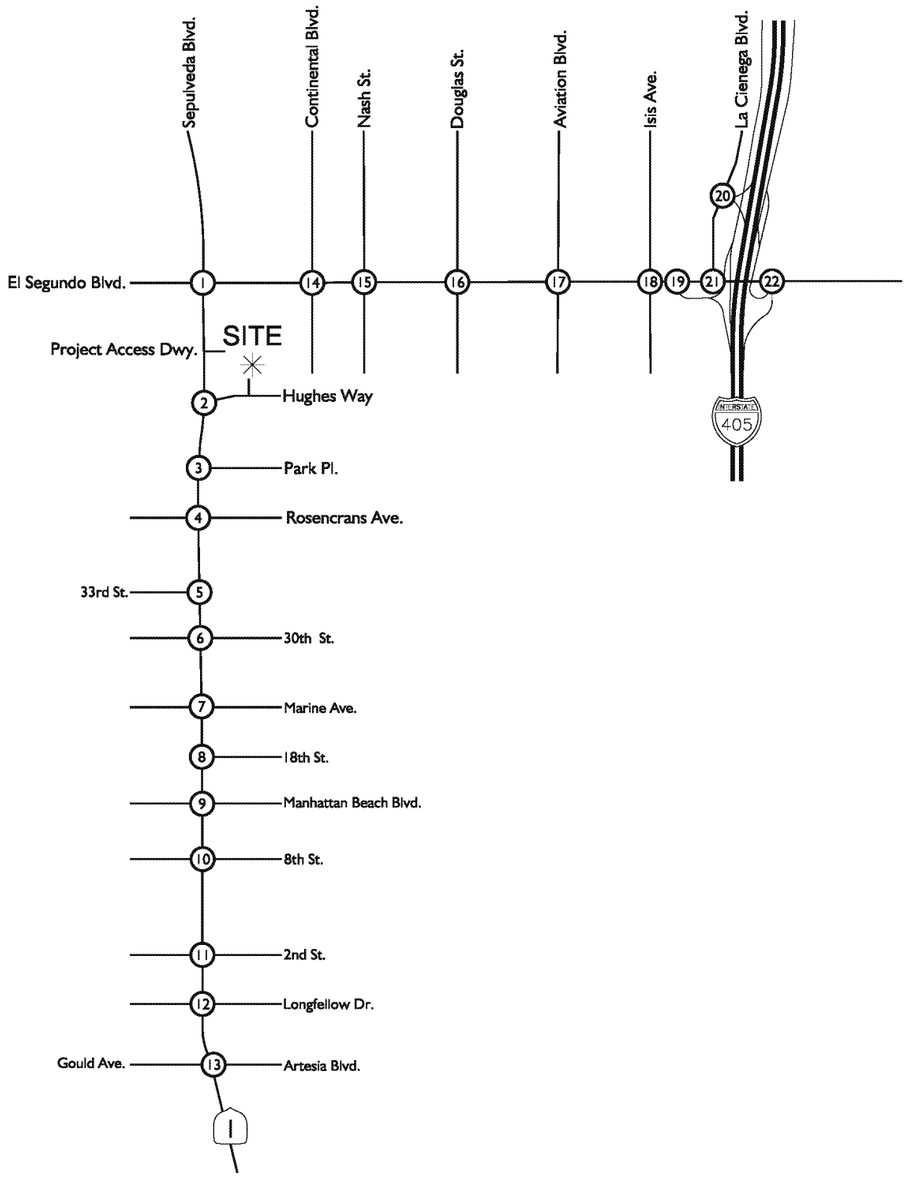
N

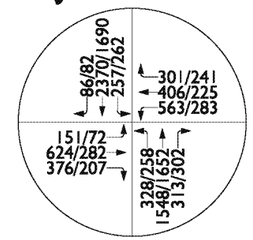
Legend:

10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

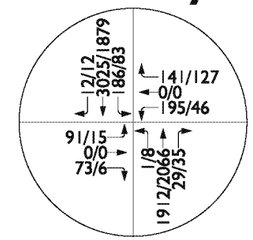
RK engineering group, inc.

Forecast Near-Term Without Project Conditions Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes

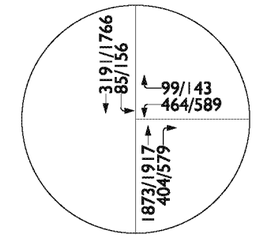




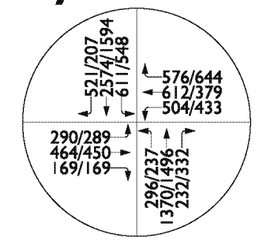
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



2. Sepulveda Boulevard (NS) & Hughes Way (EW)



3. Sepulveda Boulevard (NS) & Park Place (EW)



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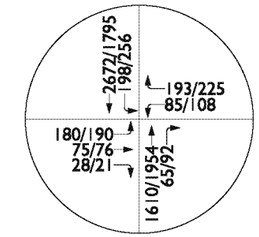
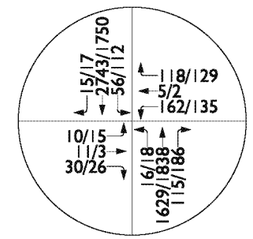
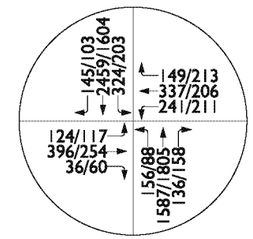


5. Sepulveda Boulevard (NS) & 33rd Street (EW)



6. Sepulveda Boulevard (NS) & 30th Street (EW)



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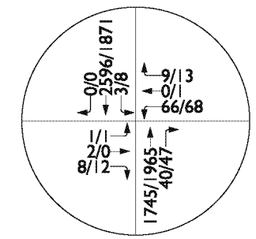
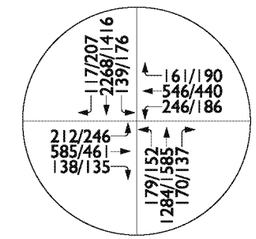


8. Sepulveda Boulevard (NS) & 18th Street (EW)



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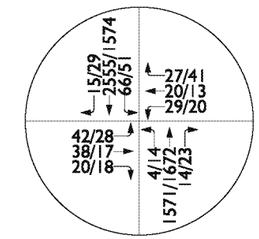

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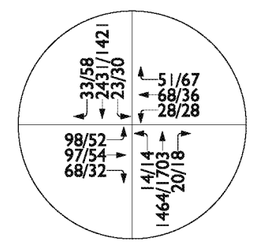
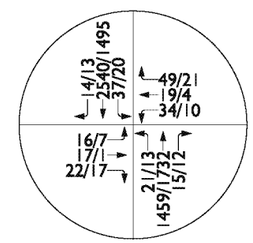
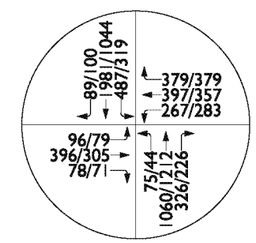


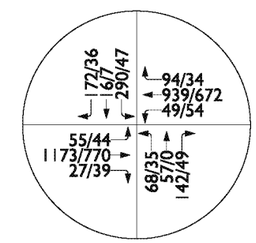
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



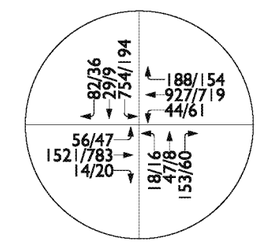
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



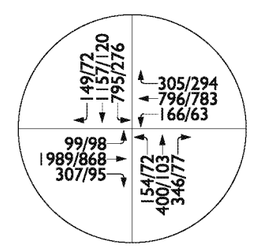
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



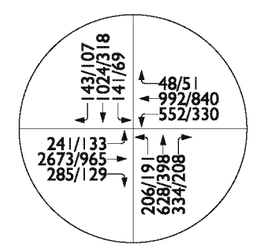
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



15. Nash Street (NS) & El Segundo Boulevard (EW)



16. Douglas Street (NS) & El Segundo Boulevard (EW)



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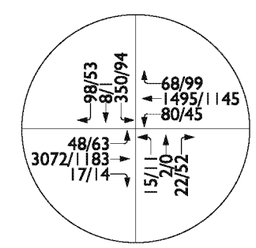

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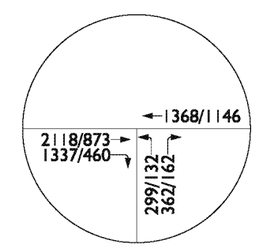
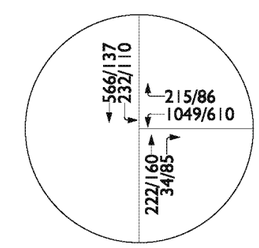
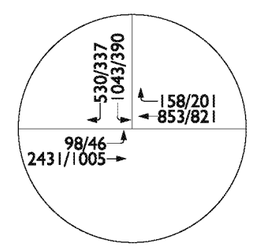


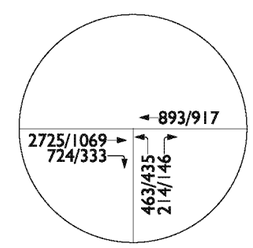
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



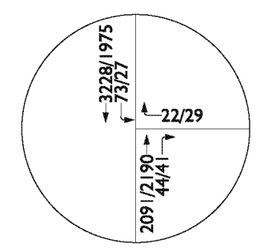
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



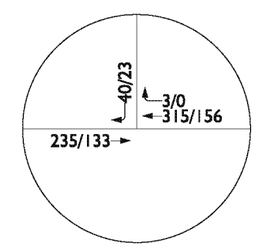
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

N

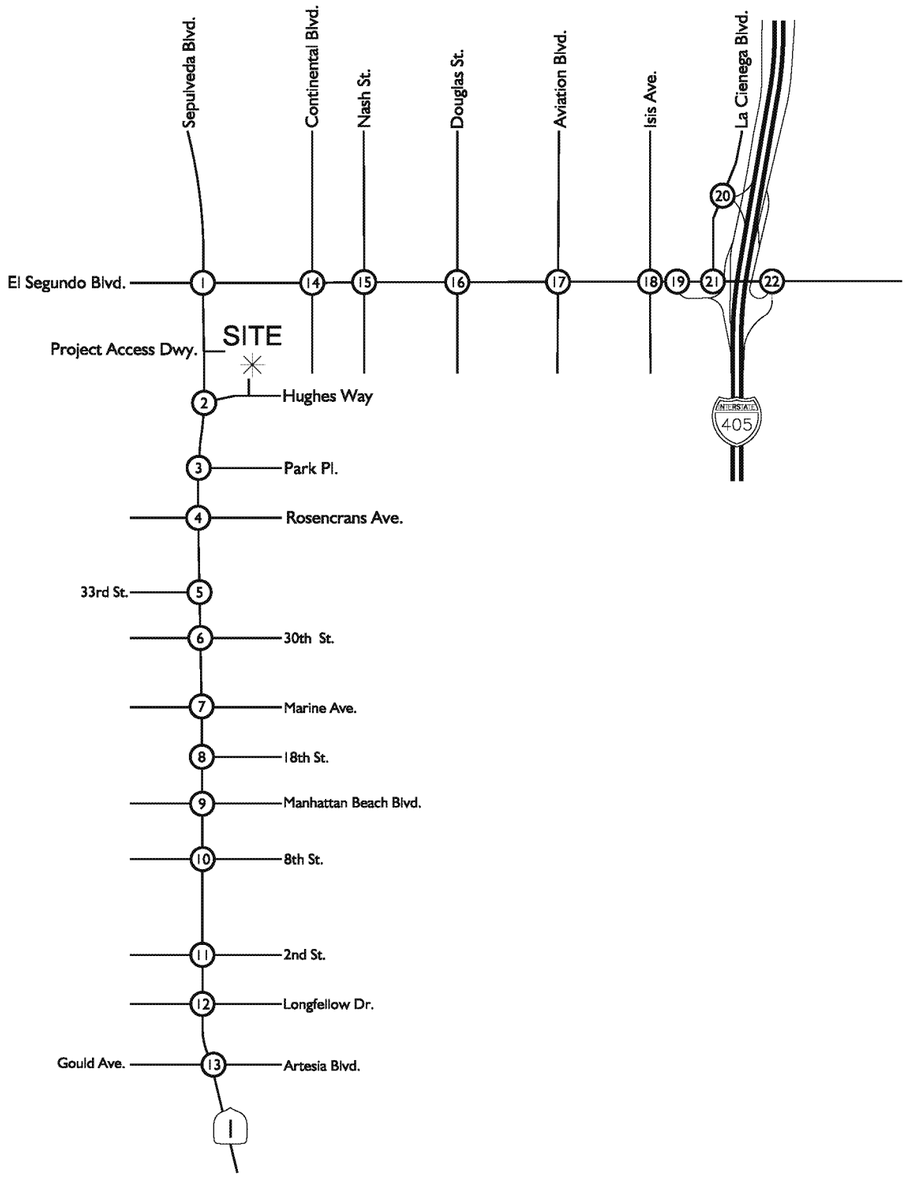
Legend:

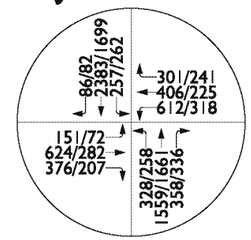
10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

RK engineering group, inc.

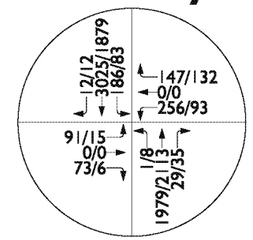
Exhibit 11

Forecast Near-Term With Project Conditions Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes

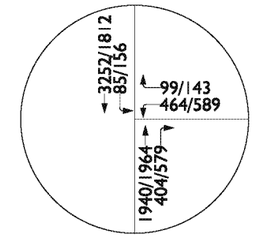




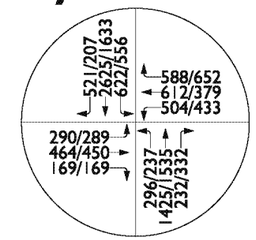
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



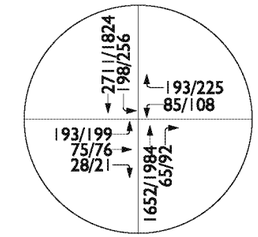
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



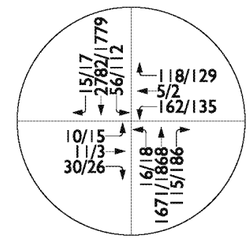
3. Sepulveda Boulevard (NS) & Park Place (EW)



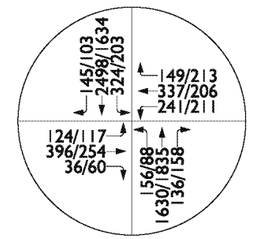
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



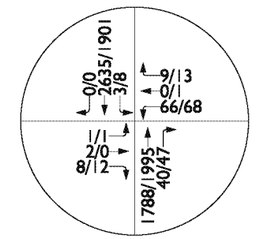
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



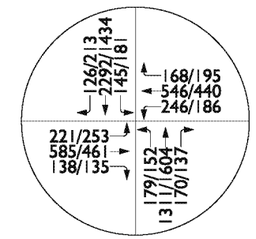
6. Sepulveda Boulevard (NS) & 30th Street (EW)



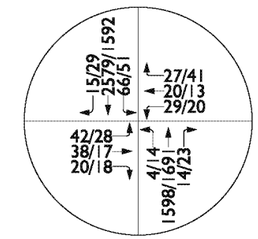
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



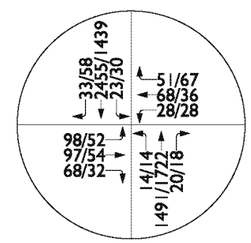
8. Sepulveda Boulevard (NS) & 18th Street (EW)



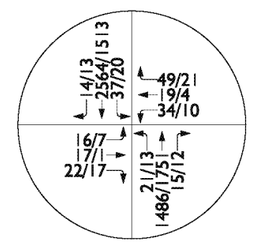
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



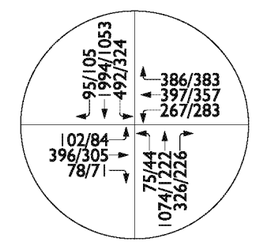
10. Sepulveda Boulevard (NS) & 8th Street (EW)



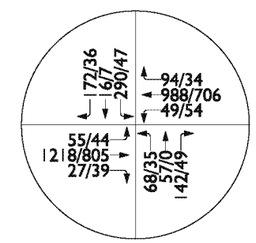
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



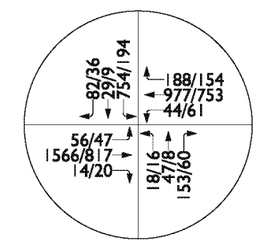
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



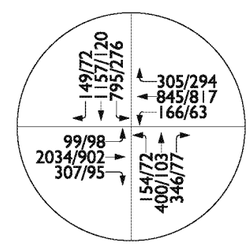
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



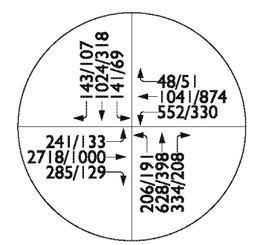
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



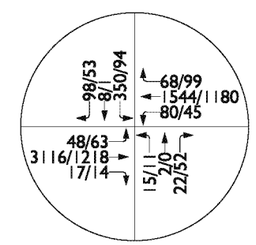
15. Nash Street (NS) & El Segundo Boulevard (EW)



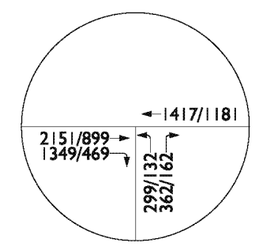
16. Douglas Street (NS) & El Segundo Boulevard (EW)



17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



18. Isis Avenue (NS) & El Segundo Boulevard (EW)



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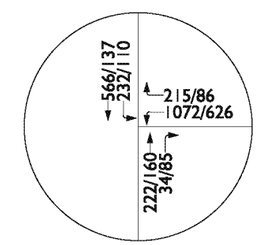
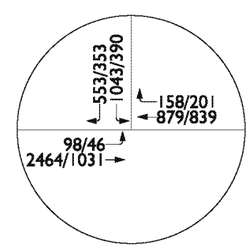
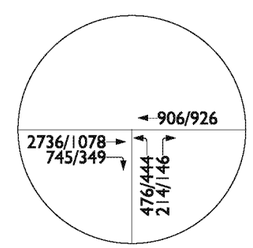


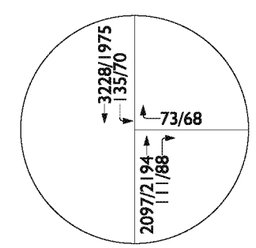
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



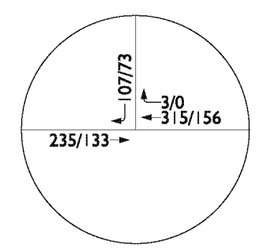
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

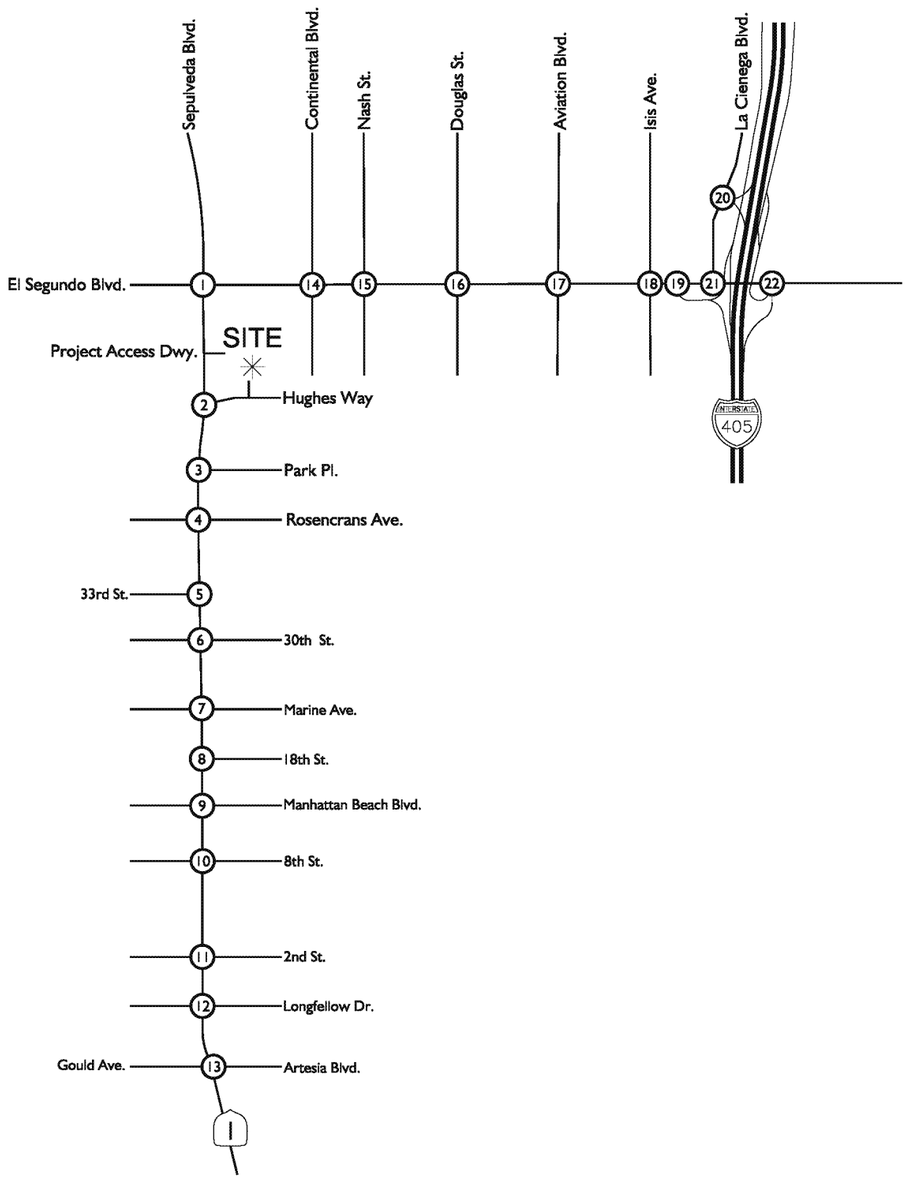
NOT TO SCALE

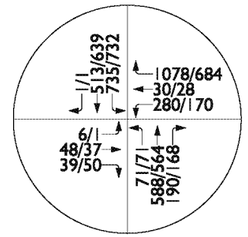
N

Legend:

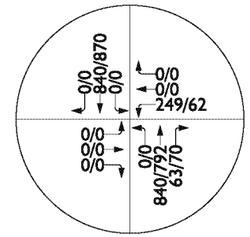
10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

Forecast Weekday PM & Weekend Mid-Day Peak Hour Trip Assignment of Cumulative Projects (Long-Range)

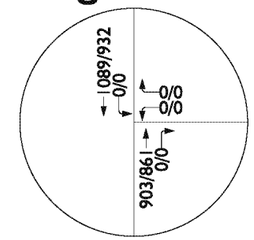




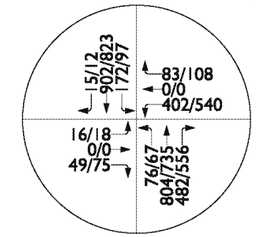
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



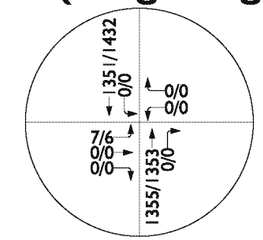
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



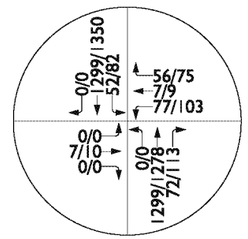
3. Sepulveda Boulevard (NS) & Park Place (EW)



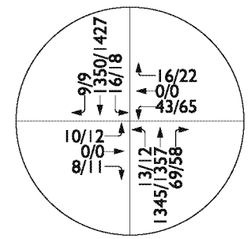
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



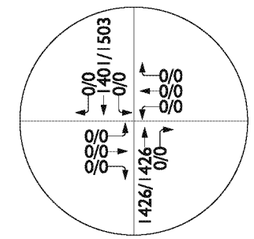
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



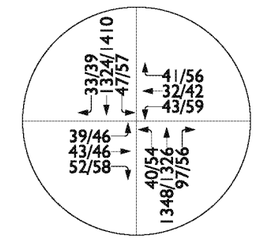
6. Sepulveda Boulevard (NS) & 30th Street (EW)



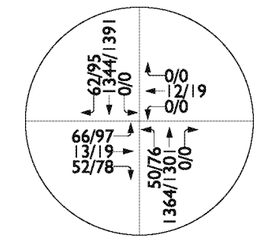
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



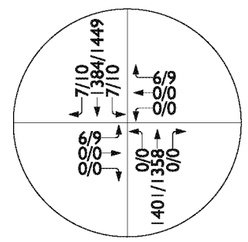
8. Sepulveda Boulevard (NS) & 18th Street (EW)



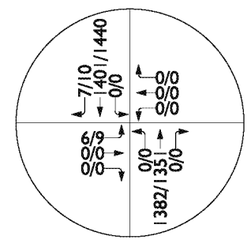
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



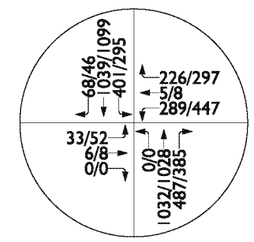
10. Sepulveda Boulevard (NS) & 8th Street (EW)



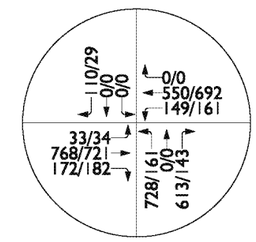
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



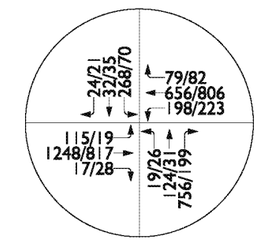
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



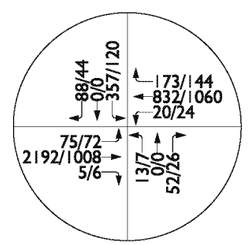
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



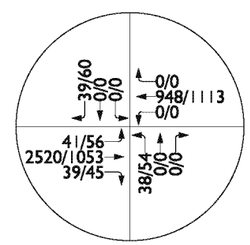
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



15. Nash Street (NS) & El Segundo Boulevard (EW)



16. Douglas Street (NS) & El Segundo Boulevard (EW)



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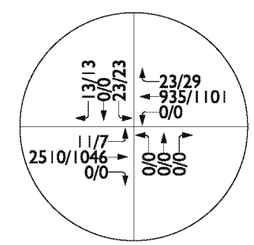
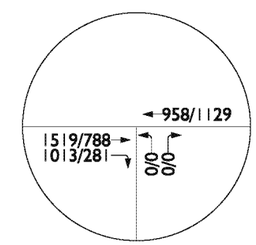
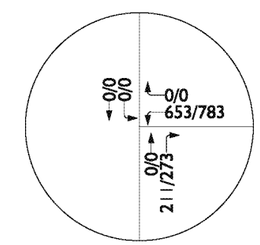


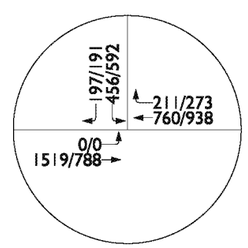
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



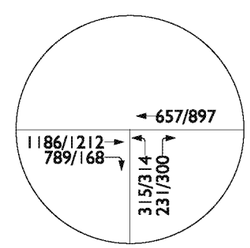
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



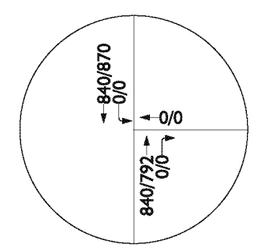
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



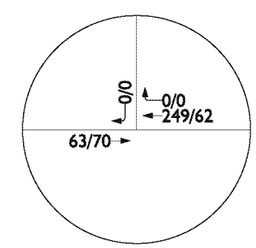
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

N

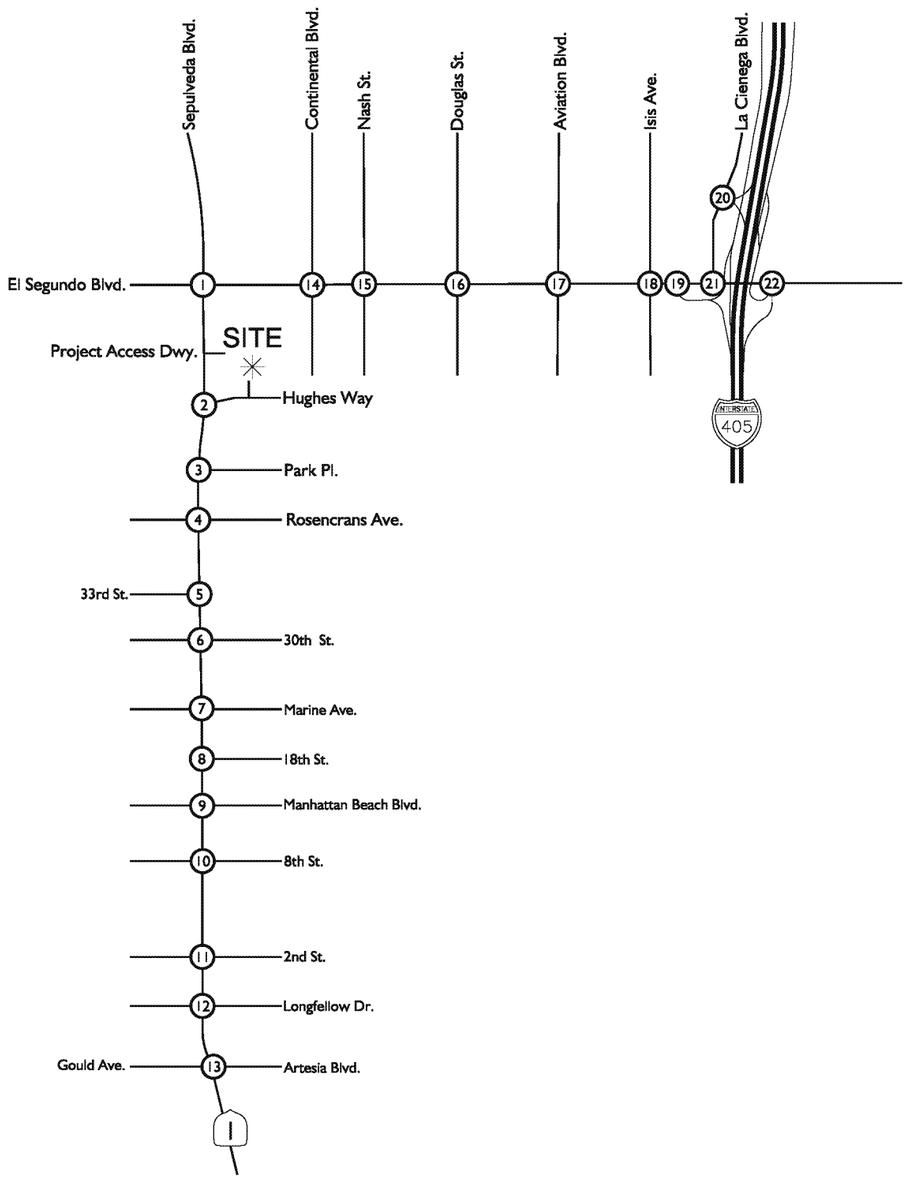
Legend:

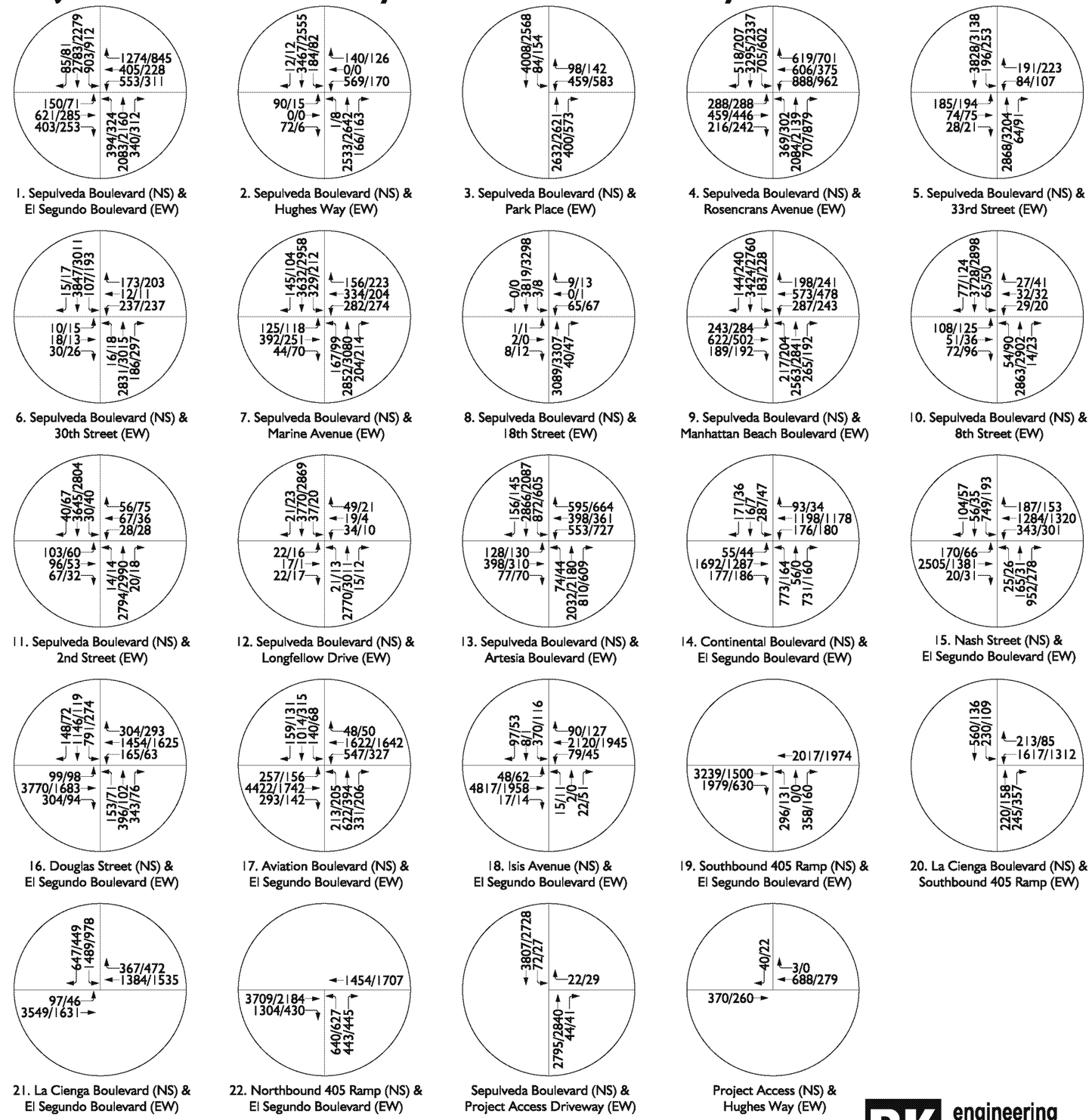
10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

RK engineering group, inc.

Exhibit 13

Forecast Long-Range Without Project Conditions Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes





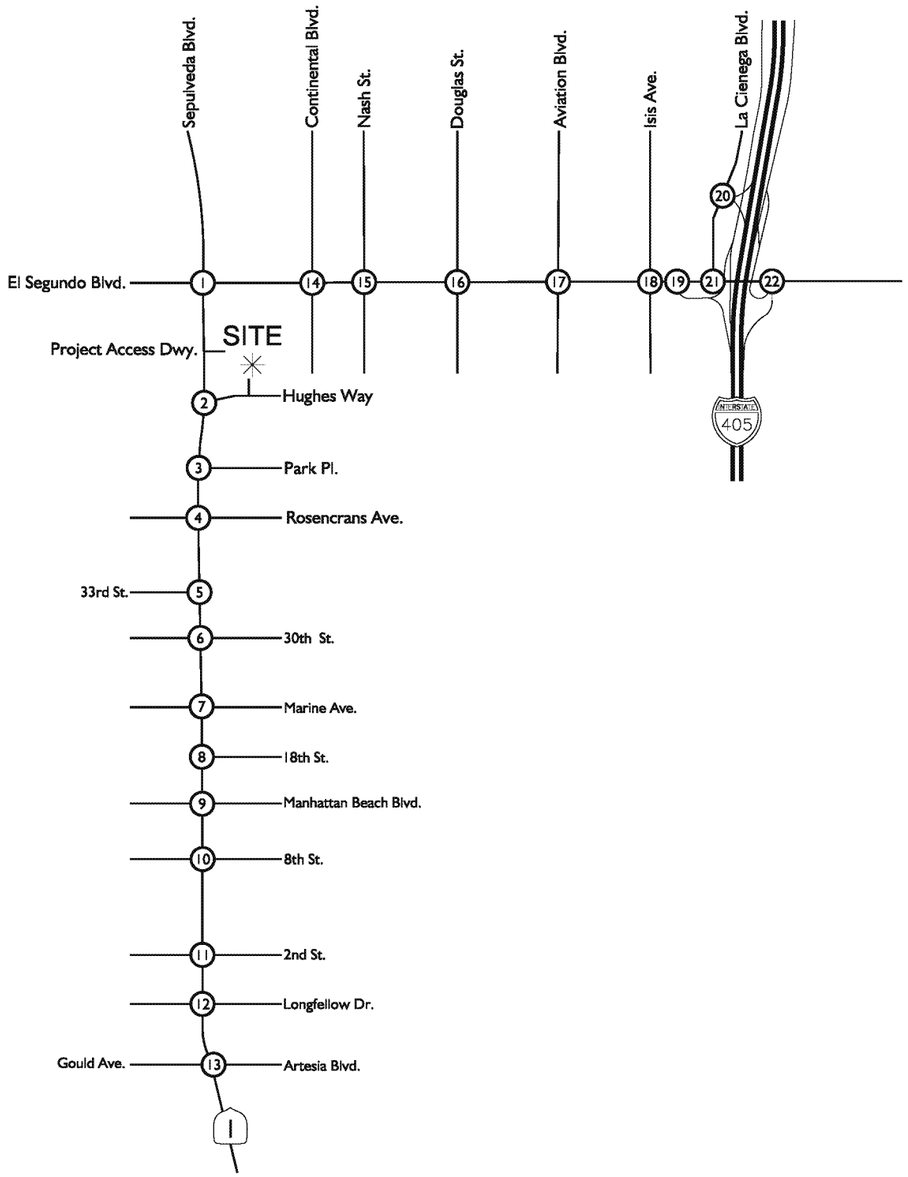
NOT TO SCALE

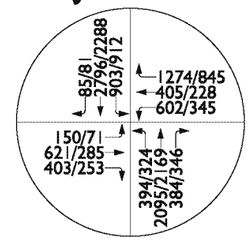
N

Legend:

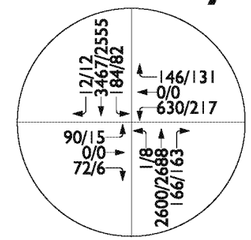
10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

Forecast Long-Range With Project Conditions Weekday PM & Weekend Mid-Day Peak Hour Traffic Volumes

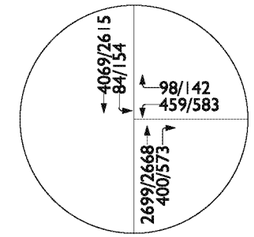




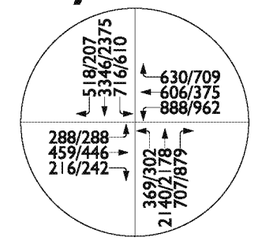
1. Sepulveda Boulevard (NS) & El Segundo Boulevard (EW)



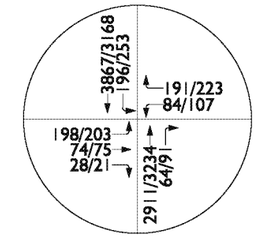
2. Sepulveda Boulevard (NS) & Hughes Way (EW)



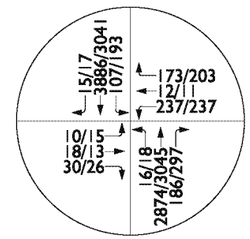
3. Sepulveda Boulevard (NS) & Park Place (EW)



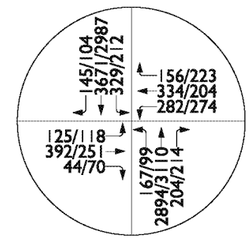
4. Sepulveda Boulevard (NS) & Rosencrans Avenue (EW)



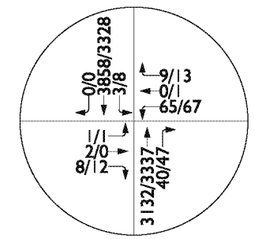
5. Sepulveda Boulevard (NS) & 33rd Street (EW)



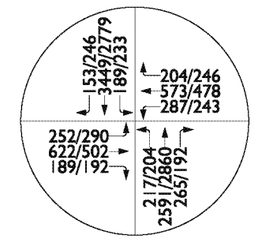
6. Sepulveda Boulevard (NS) & 30th Street (EW)



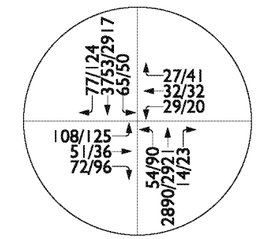
7. Sepulveda Boulevard (NS) & Marine Avenue (EW)



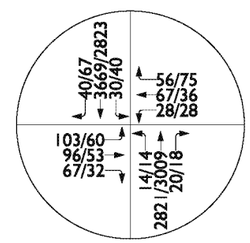
8. Sepulveda Boulevard (NS) & 18th Street (EW)



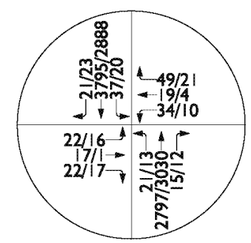
9. Sepulveda Boulevard (NS) & Manhattan Beach Boulevard (EW)



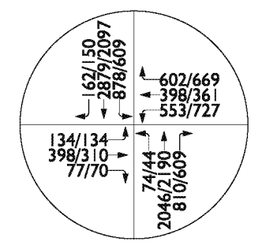
10. Sepulveda Boulevard (NS) & 8th Street (EW)



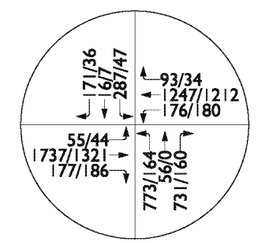
11. Sepulveda Boulevard (NS) & 2nd Street (EW)



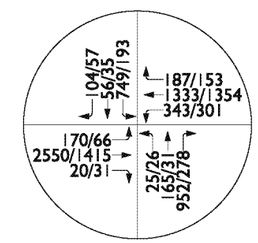
12. Sepulveda Boulevard (NS) & Longfellow Drive (EW)



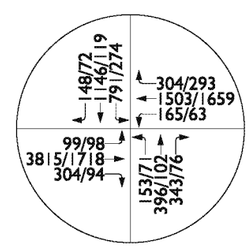
13. Sepulveda Boulevard (NS) & Artesia Boulevard (EW)



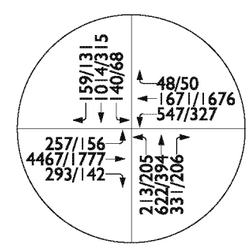
14. Continental Boulevard (NS) & El Segundo Boulevard (EW)



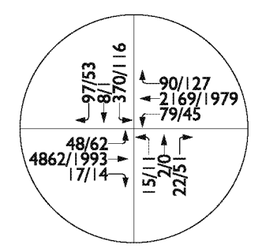
15. Nash Street (NS) & El Segundo Boulevard (EW)



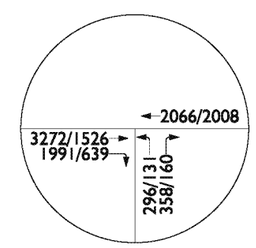
16. Douglas Street (NS) & El Segundo Boulevard (EW)



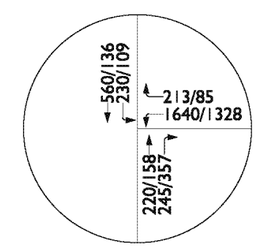
17. Aviation Boulevard (NS) & El Segundo Boulevard (EW)



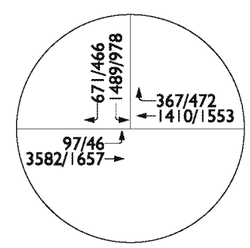
18. Isis Avenue (NS) & El Segundo Boulevard (EW)



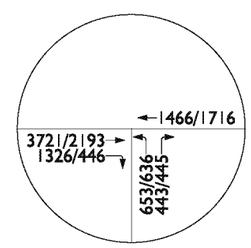
19. Southbound 405 Ramp (NS) & El Segundo Boulevard (EW)



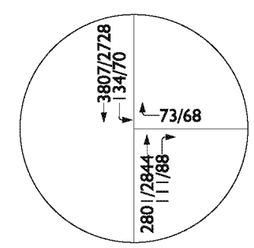
20. La Cienga Boulevard (NS) & Southbound 405 Ramp (EW)



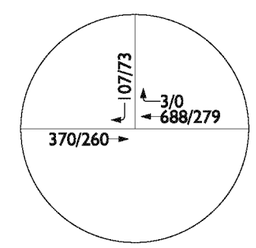
21. La Cienga Boulevard (NS) & El Segundo Boulevard (EW)



22. Northbound 405 Ramp (NS) & El Segundo Boulevard (EW)



Sepulveda Boulevard (NS) & Project Access Driveway (EW)



Project Access (NS) & Hughes Way (EW)

NOT TO SCALE

N

Legend:

10/20 = Weekday PM/Weekend Mid-Day Peak Hour Volumes

RK engineering group, inc.

Appendix B

Existing Traffic Count Data

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of El Segundo
N/S: Sepulveda Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGSEELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				El Segundo Boulevard Westbound				Sepulveda Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	506	22	569	95	80	67	242	69	359	53	481	30	109	75	214	1506
04:15 PM	51	601	14	666	102	84	56	242	77	362	53	492	22	101	76	199	1599
04:30 PM	43	615	23	681	103	87	46	236	74	391	50	515	41	177	88	306	1738
04:45 PM	43	546	24	613	101	101	44	246	81	310	49	440	48	119	91	258	1557
Total	178	2268	83	2529	401	352	213	966	301	1422	205	1928	141	506	330	977	6400
05:00 PM	38	517	20	575	105	87	48	240	83	405	77	565	34	163	108	305	1685
05:15 PM	44	592	17	653	103	100	58	261	85	389	59	533	21	114	77	212	1659
05:30 PM	56	629	23	708	108	106	69	283	87	337	40	464	29	72	78	179	1634
05:45 PM	59	643	19	721	98	109	60	267	89	301	53	443	31	105	61	197	1628
Total	197	2381	79	2657	414	402	235	1051	344	1432	229	2005	115	454	324	893	6606
Grand Total	375	4649	162	5186	815	754	448	2017	645	2854	434	3933	256	960	654	1870	13006
Apprch %	7.2	89.6	3.1		40.4	37.4	22.2		16.4	72.6	11		13.7	51.3	35		
Total %	2.9	35.7	1.2	39.9	6.3	5.8	3.4	15.5	5	21.9	3.3	30.2	2	7.4	5	14.4	

	Sepulveda Boulevard Southbound				El Segundo Boulevard Westbound				Sepulveda Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	43	**615**	23	**681**	103	87	46	236	74	391	50	515	41	**177**	88	**306**	**1738**
04:45 PM	43	546	**24**	613	101	**101**	44	246	81	310	49	440	**48**	119	91	258	1557
05:00 PM	38	517	20	575	**105**	87	48	240	83	**405**	**77**	**565**	34	163	**108**	305	1685
05:15 PM	**44**	592	17	653	103	100	**58**	**261**	**85**	389	59	533	21	114	77	212	1659
Total Volume	168	2270	84	2522	412	375	196	983	323	1495	235	2053	144	573	364	1081	6639
% App. Total	6.7	90	3.3		41.9	38.1	19.9		15.7	72.8	11.4		13.3	53	33.7		
PHF	.955	.923	.875	.926	.981	.928	.845	.942	.950	.923	.763	.908	.750	.809	.843	.883	.955

Counts Unlimited
PO Box 1178
Corona, CA 92878
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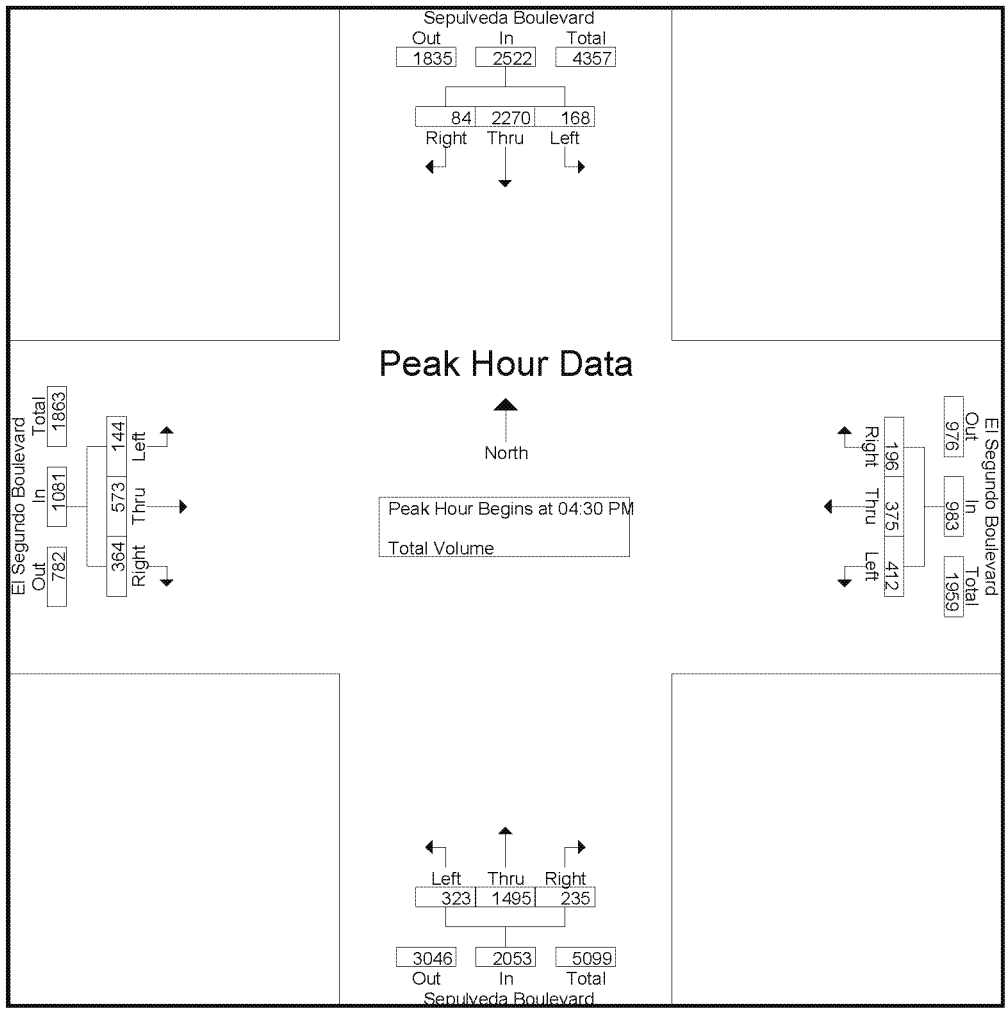
City of El Segundo
N/S: Sepulveda Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGSEELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	38	517	20	575	105	87	48	240	74	391	50	515	41	**177**	88	**306**
+15 mins.	44	592	17	653	103	100	58	261	81	310	49	440	**48**	119	91	258
+30 mins.	56	629	**23**	708	**108**	106	**69**	**283**	83	**405**	**77**	**565**	34	163	**108**	305
+45 mins.	**59**	**643**	19	**721**	98	**109**	60	267	**85**	389	59	533	21	114	77	212
Total Volume	197	2381	79	2657	414	402	235	1051	323	1495	235	2053	144	573	364	1081
% App. Total	7.4	89.6	3		39.4	38.2	22.4		15.7	72.8	11.4		13.3	53	33.7	
PHF	.835	.926	.859	.921	.958	.922	.851	.928	.950	.923	.763	.908	.750	.809	.843	.883

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGSEELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				El Segundo Boulevard Westbound				Sepulveda Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	35	393	24	452	47	44	28	119	70	416	49	535	15	44	61	120	1226
12:45 PM	40	397	17	454	51	61	36	148	65	380	45	490	16	40	47	103	1195
Total	75	790	41	906	98	105	64	267	135	796	94	1025	31	84	108	223	2421
01:00 PM	34	410	23	467	60	38	38	136	70	403	47	520	13	31	40	84	1207
01:15 PM	38	413	14	465	56	58	41	155	69	420	53	542	20	65	49	134	1296
01:30 PM	57	404	18	479	48	49	44	141	65	385	59	509	20	102	64	186	1315
01:45 PM	51	413	25	489	55	55	38	148	49	388	60	497	17	50	50	117	1251
Total	180	1640	80	1900	219	200	161	580	253	1596	219	2068	70	248	203	521	5069
02:00 PM	46	333	16	395	47	54	35	136	41	394	58	493	18	48	49	115	1139
02:15 PM	28	375	14	417	64	48	30	142	73	399	45	517	20	50	48	118	1194
Grand Total	329	3138	151	3618	428	407	290	1125	502	3185	416	4103	139	430	408	977	9823
Apprch %	9.1	86.7	4.2		38	36.2	25.8		12.2	77.6	10.1		14.2	44	41.8		
Total %	3.3	31.9	1.5	36.8	4.4	4.1	3	11.5	5.1	32.4	4.2	41.8	1.4	4.4	4.2	9.9	

	Sepulveda Boulevard Southbound				El Segundo Boulevard Westbound				Sepulveda Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	34	410	23	467	**60**	38	38	136	**70**	403	47	520	13	31	40	84	1207
01:15 PM	38	**413**	14	465	56	**58**	41	**155**	69	**420**	53	**542**	**20**	65	49	134	1296
01:30 PM	**57**	404	18	479	48	49	**44**	141	65	385	59	509	20	**102**	**64**	**186**	**1315**
01:45 PM	51	413	**25**	**489**	55	55	38	148	49	388	**60**	497	17	50	50	117	1251
Total Volume	180	1640	80	1900	219	200	161	580	253	1596	219	2068	70	248	203	521	5069
% App. Total	9.5	86.3	4.2		37.8	34.5	27.8		12.2	77.2	10.6		13.4	47.6	39		
PHF	.789	.993	.800	.971	.913	.862	.915	.935	.904	.950	.913	.954	.875	.608	.793	.700	.964

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGSEELSAT
Site Code : 10516271
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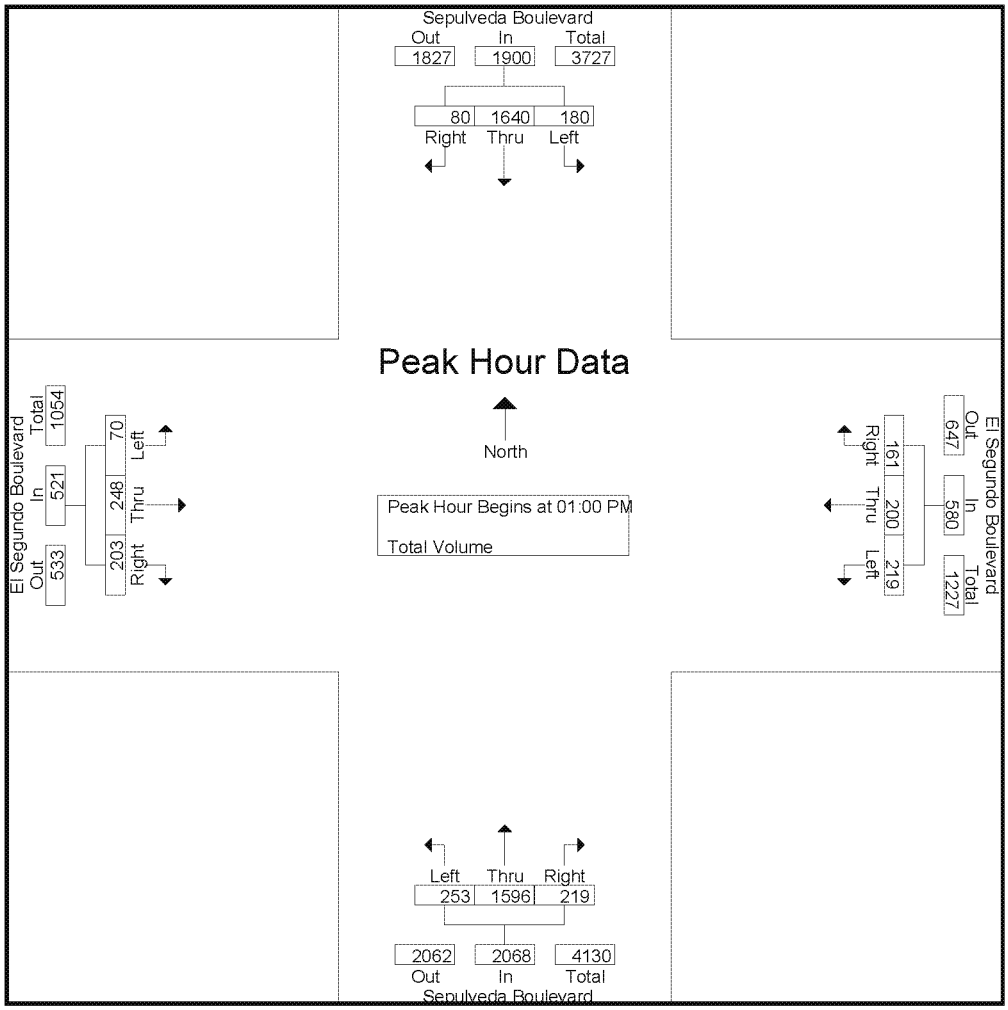

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				12:45 PM				12:30 PM				01:15 PM			
+0 mins.	34	410	23	467	51	**61**	36	148	**70**	416	49	535	**20**	65	49	134
+15 mins.	38	**413**	14	465	**60**	38	38	136	65	380	45	490	20	**102**	**64**	**186**
+30 mins.	**57**	404	18	479	56	58	41	**155**	70	403	47	520	17	50	50	117
+45 mins.	51	413	**25**	**489**	48	49	**44**	141	69	**420**	**53**	**542**	18	48	49	115
Total Volume	180	1640	80	1900	215	206	159	580	274	1619	194	2087	75	265	212	552
% App. Total	9.5	86.3	4.2		37.1	35.5	27.4		13.1	77.6	9.3		13.6	48	38.4	
PHF	.789	.993	.800	.971	.896	.844	.903	.935	.979	.964	.915	.963	.938	.650	.828	.742

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: Golf Course Driveway
Weather: Clear

File Name : ESGSEGOPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound			Golf Course Driveway Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	8	634	642	0	5	5	447	10	457	1104
04:15 PM	11	743	754	0	1	1	475	15	490	1245
04:30 PM	34	745	779	0	2	2	495	4	499	1280
04:45 PM	11	705	716	0	6	6	438	12	450	1172
Total	64	2827	2891	0	14	14	1855	41	1896	4801
05:00 PM	41	653	694	0	2	2	533	16	549	1245
05:15 PM	11	755	766	0	4	4	493	12	505	1275
05:30 PM	10	768	778	0	5	5	461	6	467	1250
05:45 PM	10	791	801	0	11	11	468	10	478	1290
Total	72	2967	3039	0	22	22	1955	44	1999	5060
Grand Total	136	5794	5930	0	36	36	3810	85	3895	9861
Apprch %	2.3	97.7		0	100		97.8	2.2		
Total %	1.4	58.8	60.1	0	0.4	0.4	38.6	0.9	39.5	

	Sepulveda Boulevard Southbound			Golf Course Driveway Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**41**	653	694	0	2	2	**533**	**16**	**549**	1245
05:15 PM	11	755	766	0	4	4	493	12	505	1275
05:30 PM	10	768	778	0	5	5	461	6	467	1250
05:45 PM	10	**791**	**801**	0	**11**	**11**	468	10	478	**1290**
Total Volume	72	2967	3039	0	22	22	1955	44	1999	5060
% App. Total	2.4	97.6		0	100		97.8	2.2		
PHF	.439	.938	.949	.000	.500	.500	.917	.688	.910	.981

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: Golf Course Driveway
Weather: Clear

File Name : ESGSEGOPM
Site Code : 10516271
Start Date : 5/12/2016
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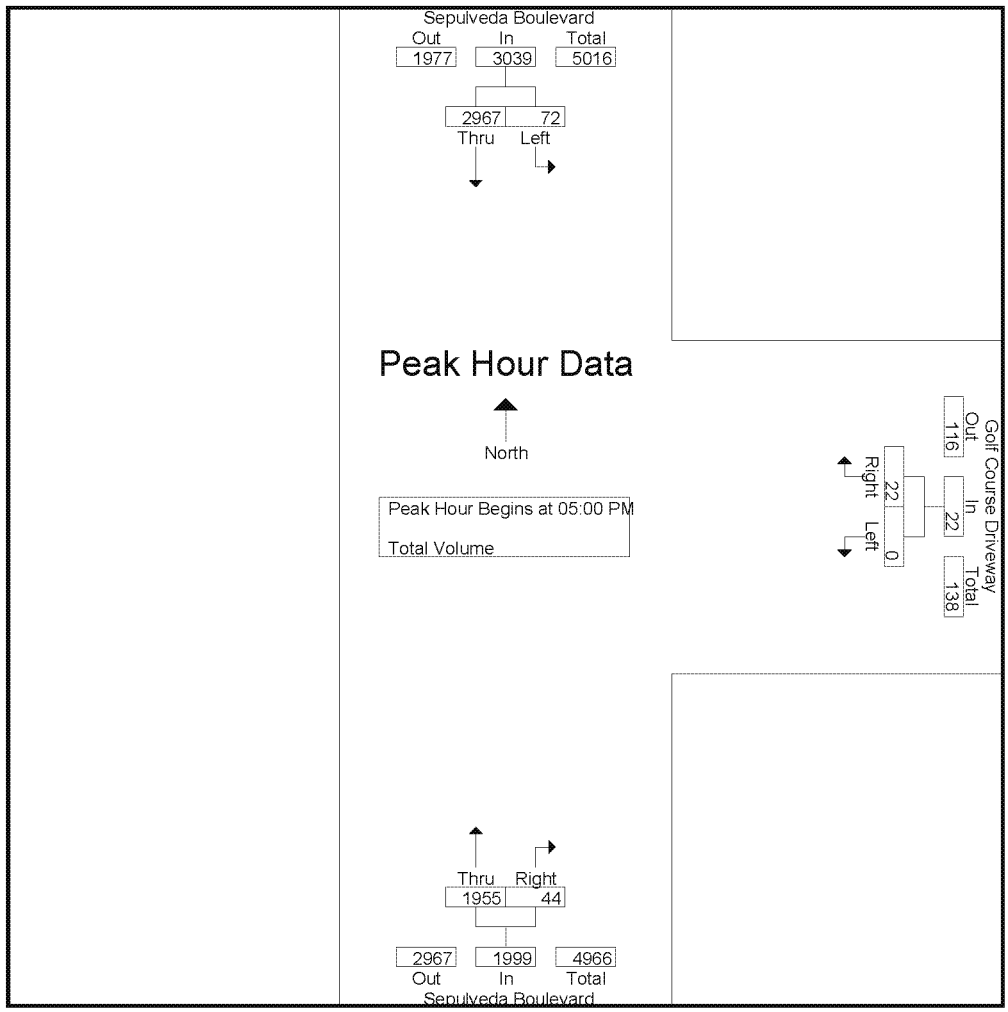

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:30 PM		
+0 mins.	**41**	653	694	0	2	2	495	4	499
+15 mins.	11	755	766	0	4	4	438	12	450
+30 mins.	10	768	778	0	5	5	**533**	**16**	**549**
+45 mins.	10	**791**	**801**	0	**11**	**11**	493	12	505
Total Volume	72	2967	3039	0	22	22	1959	44	2003
% App. Total	2.4	97.6		0	100		97.8	2.2	
PHF	.439	.938	.949	.000	.500	.500	.919	.688	.912

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: Golf Course Driveway
Weather: Clear

File Name : ESGSEGOSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound			Golf Course Driveway Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:30 PM	8	453	461	0	6	6	521	4	525	992
12:45 PM	3	458	461	0	6	6	490	12	502	969
Total	11	911	922	0	12	12	1011	16	1027	1961
01:00 PM	11	460	471	0	10	10	495	10	505	986
01:15 PM	5	487	492	0	7	7	542	15	557	1056
01:30 PM	10	478	488	0	6	6	469	6	475	969
01:45 PM	9	483	492	0	10	10	452	4	456	958
Total	35	1908	1943	0	33	33	1958	35	1993	3969
02:00 PM	7	411	418	0	15	15	498	9	507	940
02:15 PM	6	458	464	0	6	6	504	14	518	988
Grand Total	59	3688	3747	0	66	66	3971	74	4045	7858
Apprch %	1.6	98.4		0	100		98.2	1.8		
Total %	0.8	46.9	47.7	0	0.8	0.8	50.5	0.9	51.5	

	Sepulveda Boulevard Southbound			Golf Course Driveway Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	8	453	461	0	6	6	521	4	525	992
12:45 PM	3	458	461	0	6	6	490	12	502	969
01:00 PM	**11**	460	471	0	**10**	**10**	495	10	505	986
01:15 PM	5	**487**	**492**	0	7	7	**542**	**15**	**557**	**1056**
Total Volume	27	1858	1885	0	29	29	2048	41	2089	4003
% App. Total	1.4	98.6		0	100		98	2		
PHF	.614	.954	.958	.000	.725	.725	.945	.683	.938	.948

Counts Unlimited, Inc.
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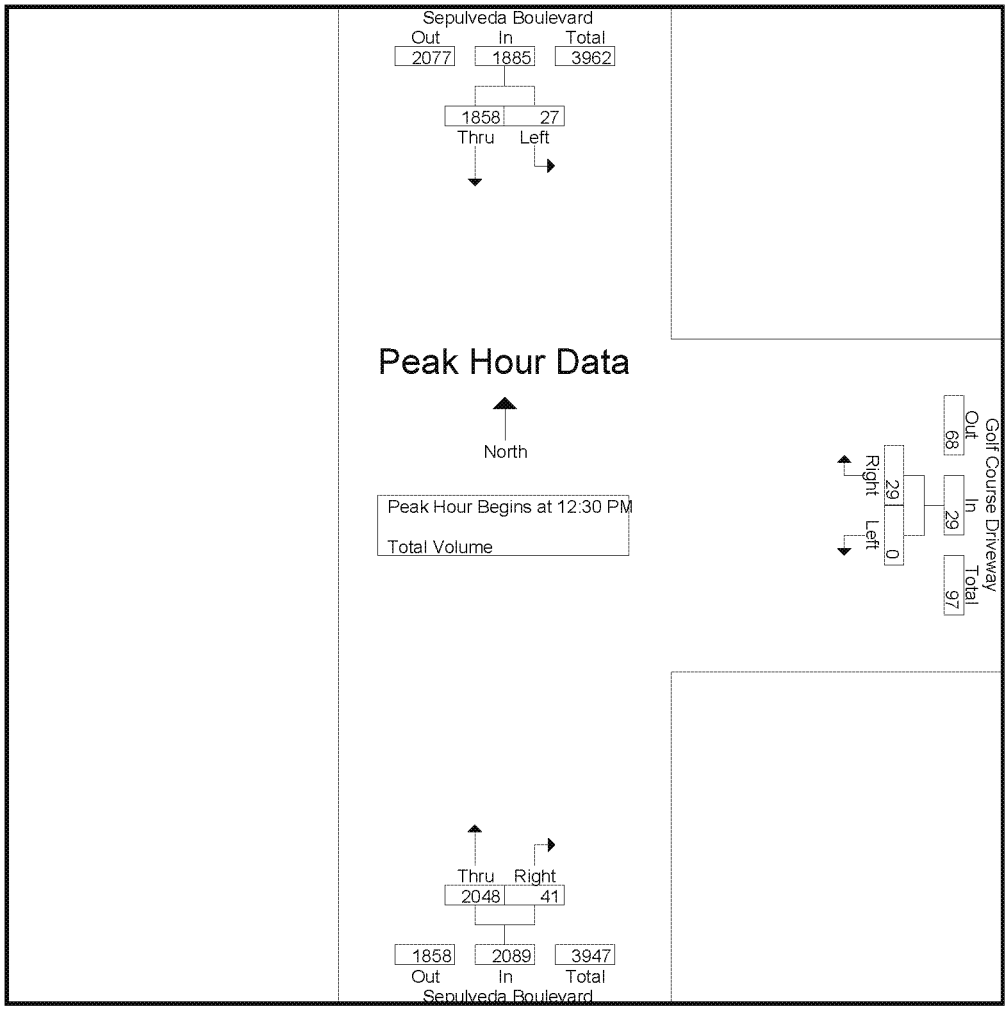
City of El Segundo
N/S: Sepulveda Boulevard
E/W: Golf Course Driveway
Weather: Clear

File Name : ESGSEGOSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM			01:15 PM			12:30 PM		
+0 mins.	**11**	460	471	0	7	7	521	4	525
+15 mins.	5	**487**	**492**	0	6	6	490	12	502
+30 mins.	10	478	488	0	10	10	495	10	505
+45 mins.	9	483	492	0	**15**	**15**	**542**	**15**	**557**
Total Volume	35	1908	1943	0	38	38	2048	41	2089
% App. Total	1.8	98.2		0	100		98	2	
PHF	.795	.979	.987	.000	.633	.633	.945	.683	.938

Counts Unlimited
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City of El Segundo
N/S: Sepulveda Boulevard
E/W: Hughes Way
Weather: Clear

File Name : ESGSEHUPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Hughes Way Westbound				Sepulveda Boulevard Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	599	0	625	56	0	37	93	0	403	4	407	13	0	9	22	1147
04:15 PM	29	715	1	745	26	0	37	63	0	453	0	453	3	0	1	4	1265
04:30 PM	31	718	2	751	42	0	26	68	0	422	1	423	42	0	51	93	1335
04:45 PM	30	681	2	713	30	0	23	53	0	417	4	421	14	0	8	22	1209
Total	116	2713	5	2834	154	0	123	277	0	1695	9	1704	72	0	69	141	4956
05:00 PM	49	603	5	657	39	0	30	69	0	456	2	458	67	0	47	114	1298
05:15 PM	36	718	1	755	41	0	24	65	1	471	7	479	13	0	17	30	1329
05:30 PM	58	707	2	767	57	0	40	97	0	413	3	416	6	0	3	9	1289
05:45 PM	41	738	4	783	44	0	46	90	0	438	6	444	4	0	5	9	1326
Total	184	2766	12	2962	181	0	140	321	1	1778	18	1797	90	0	72	162	5242
Grand Total	300	5479	17	5796	335	0	263	598	1	3473	27	3501	162	0	141	303	10198
Apprch %	5.2	94.5	0.3		56	0	44		0	99.2	0.8		53.5	0	46.5		
Total %	2.9	53.7	0.2	56.8	3.3	0	2.6	5.9	0	34.1	0.3	34.3	1.6	0	1.4	3	

	Sepulveda Boulevard Southbound				Hughes Way Westbound				Sepulveda Boulevard Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	49	603	**5**	657	39	0	30	69	0	456	2	458	**67**	0	**47**	**114**	1298
05:15 PM	36	718	1	755	41	0	24	65	**1**	**471**	**7**	**479**	13	0	17	30	**1329**
05:30 PM	**58**	707	2	767	**57**	0	40	**97**	0	413	3	416	6	0	3	9	1289
05:45 PM	41	**738**	4	**783**	44	0	**46**	90	0	438	6	444	4	0	5	9	1326
Total Volume	184	2766	12	2962	181	0	140	321	1	1778	18	1797	90	0	72	162	5242
% App. Total	6.2	93.4	0.4		56.4	0	43.6		0.1	98.9	1		55.6	0	44.4		
PHF	.793	.937	.600	.946	.794	.000	.761	.827	.250	.944	.643	.938	.336	.000	.383	.355	.986

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City of El Segundo
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Weather: Clear

File Name : ESGSEHUPM
Site Code : 10516271
Start Date : 5/12/2016
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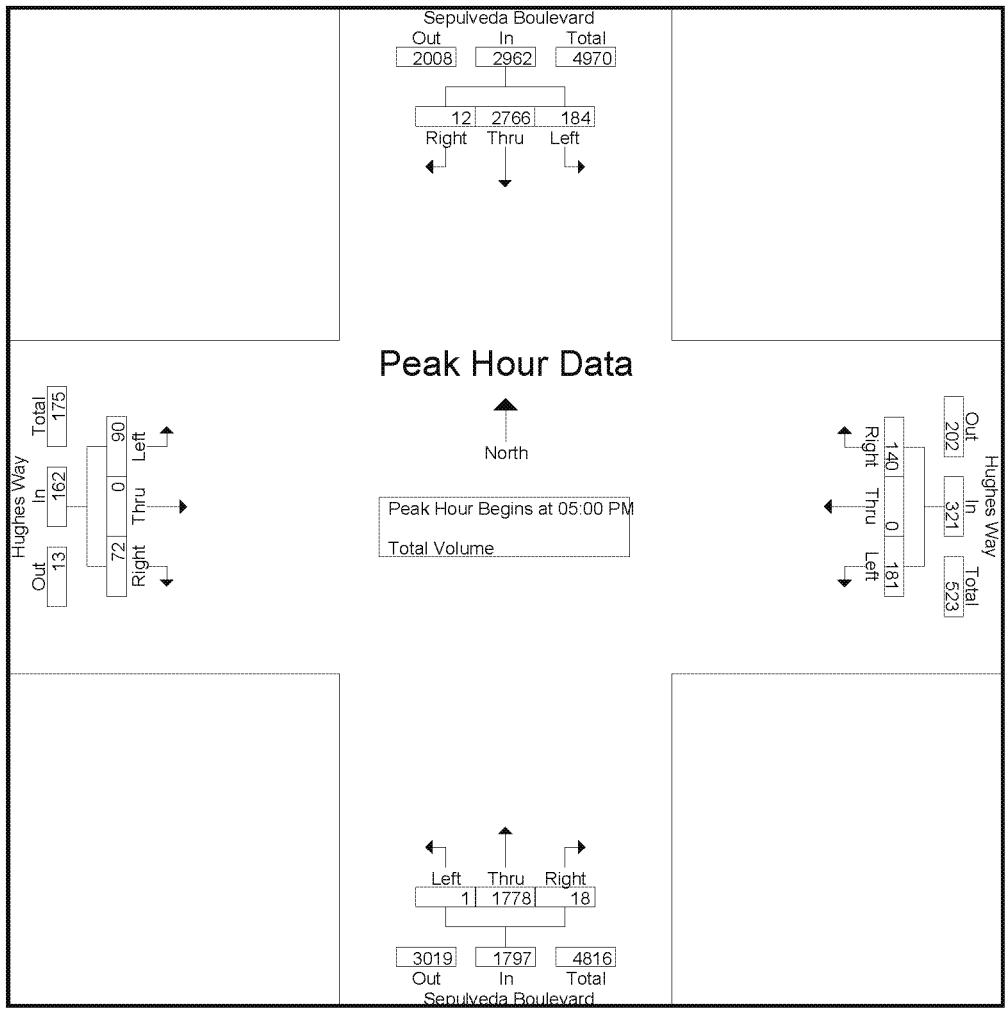

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	49	603	**5**	657	39	0	30	69	0	456	2	458	42	0	**51**	93
+15 mins.	36	718	1	755	41	0	24	65	**1**	**471**	**7**	**479**	14	0	8	22
+30 mins.	**58**	707	2	767	**57**	0	40	**97**	0	413	3	416	**67**	0	47	**114**
+45 mins.	41	**738**	4	**783**	44	0	**46**	90	0	438	6	444	13	0	17	30
Total Volume	184	2766	12	2962	181	0	140	321	1	1778	18	1797	136	0	123	259
% App. Total	6.2	93.4	0.4		56.4	0	43.6		0.1	98.9	1		52.5	0	47.5	
PHF	.793	.937	.600	.946	.794	.000	.761	.827	.250	.944	.643	.938	.507	.000	.603	.568

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Hughes Way Westbound				Sepulveda Boulevard Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	23	422	5	450	10	0	37	47	2	476	4	482	5	0	1	6	985
12:45 PM	17	435	3	455	6	0	33	39	2	457	3	462	4	0	1	5	961
Total	40	857	8	905	16	0	70	86	4	933	7	944	9	0	2	11	1946
01:00 PM	18	443	2	463	5	0	27	32	2	475	3	480	1	0	3	4	979
01:15 PM	24	463	2	489	9	0	29	38	2	517	8	527	5	0	1	6	1060
01:30 PM	29	447	2	478	8	0	25	33	1	445	8	454	4	0	1	5	970
01:45 PM	22	450	3	475	10	0	38	48	1	411	2	414	3	0	0	3	940
Total	93	1803	9	1905	32	0	119	151	6	1848	21	1875	13	0	5	18	3949
02:00 PM	17	384	1	402	13	0	27	40	2	471	6	479	2	0	0	2	923
02:15 PM	19	421	3	443	8	0	21	29	5	484	5	494	3	0	0	3	969
Grand Total	169	3465	21	3655	69	0	237	306	17	3736	39	3792	27	0	7	34	7787
Apprch %	4.6	94.8	0.6		22.5	0	77.5		0.4	98.5	1		79.4	0	20.6		
Total %	2.2	44.5	0.3	46.9	0.9	0	3	3.9	0.2	48	0.5	48.7	0.3	0	0.1	0.4	

	Sepulveda Boulevard Southbound				Hughes Way Westbound				Sepulveda Boulevard Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	23	422	**5**	450	**10**	0	**37**	**47**	**2**	476	4	482	**5**	0	1	**6**	985
12:45 PM	17	435	3	455	6	0	33	39	2	457	3	462	4	0	1	5	961
01:00 PM	18	443	2	463	5	0	27	32	2	475	3	480	1	0	**3**	4	979
01:15 PM	**24**	**463**	2	**489**	9	0	29	38	2	**517**	**8**	**527**	5	0	1	6	**1060**
Total Volume	82	1763	12	1857	30	0	126	156	8	1925	18	1951	15	0	6	21	3985
% App. Total	4.4	94.9	0.6		19.2	0	80.8		0.4	98.7	0.9		71.4	0	28.6		
PHF	.854	.952	.600	.949	.750	.000	.851	.830	1.00	.931	.563	.926	.750	.000	.500	.875	.940

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File Name : ESGSEHUSAT
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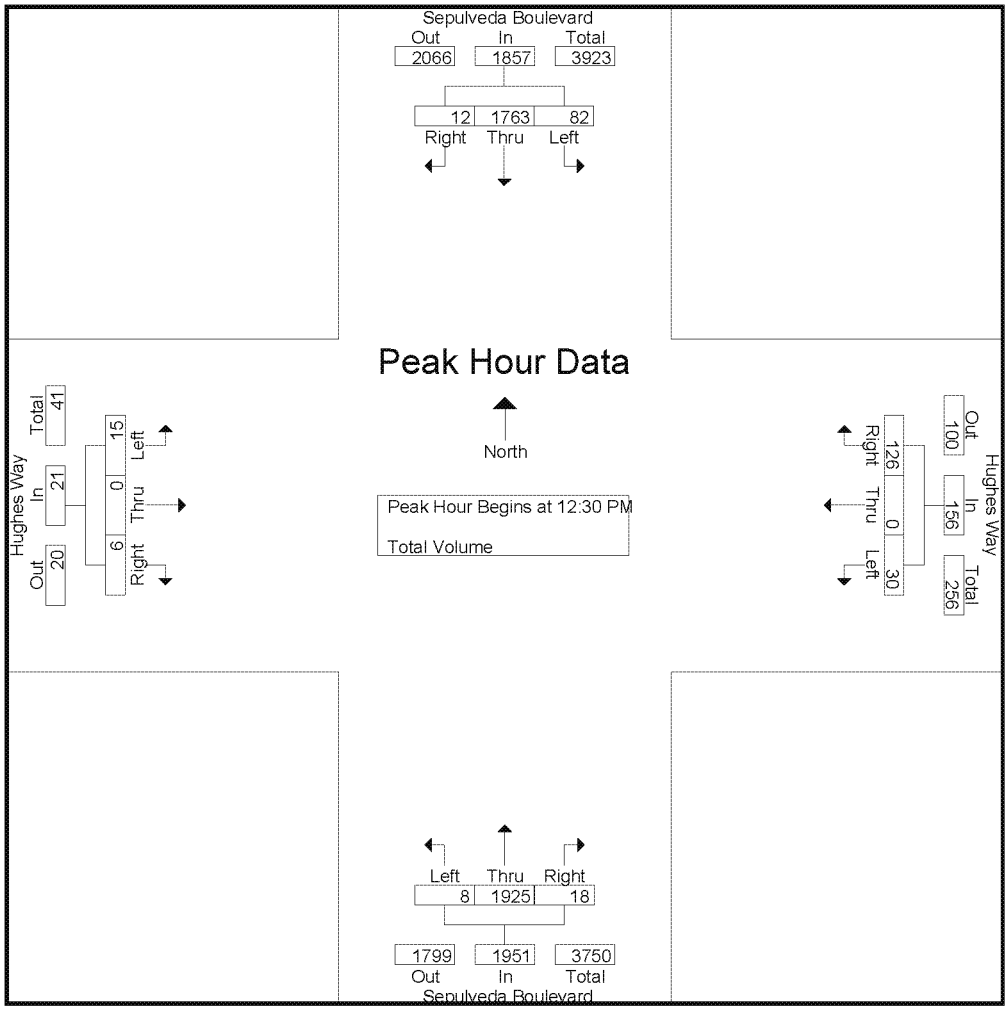

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:15 PM				12:30 PM				12:30 PM			
+0 mins.	18	443	2	463	9	0	29	38	**2**	476	4	482	**5**	0	1	**6**
+15 mins.	24	**463**	2	**489**	8	0	25	33	2	457	3	462	4	0	1	5
+30 mins.	**29**	447	2	478	10	0	**38**	**48**	2	475	3	480	1	0	**3**	4
+45 mins.	22	450	**3**	475	**13**	0	27	40	2	**517**	**8**	**527**	5	0	1	6
Total Volume	93	1803	9	1905	40	0	119	159	8	1925	18	1951	15	0	6	21
% App. Total	4.9	94.6	0.5		25.2	0	74.8		0.4	98.7	0.9		71.4	0	28.6	
PHF	.802	.974	.750	.974	.769	.000	.783	.828	1.000	.931	.563	.926	.750	.000	.500	.875

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City of El Segundo
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E/W: Park Place
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound			Park Place Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	27	657	684	101	32	133	388	104	492	1309
04:15 PM	32	691	723	108	30	138	427	116	543	1404
04:30 PM	29	790	819	82	14	96	413	95	508	1423
04:45 PM	20	721	741	118	35	153	375	100	475	1369
Total	108	2859	2967	409	111	520	1603	415	2018	5505
05:00 PM	16	696	712	100	26	126	457	83	540	1378
05:15 PM	21	745	766	117	18	135	438	99	537	1438
05:30 PM	32	732	764	111	24	135	420	102	522	1421
05:45 PM	15	746	761	131	30	161	414	116	530	1452
Total	84	2919	3003	459	98	557	1729	400	2129	5689
Grand Total	192	5778	5970	868	209	1077	3332	815	4147	11194
Apprch %	3.2	96.8		80.6	19.4		80.3	19.7		
Total %	1.7	51.6	53.3	7.8	1.9	9.6	29.8	7.3	37	

	Sepulveda Boulevard Southbound			Park Place Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	16	696	712	100	26	126	**457**	83	**540**	1378
05:15 PM	21	745	**766**	117	18	135	438	99	537	1438
05:30 PM	**32**	732	764	111	24	135	420	102	522	1421
05:45 PM	15	**746**	761	**131**	**30**	**161**	414	**116**	530	**1452**
Total Volume	84	2919	3003	459	98	557	1729	400	2129	5689
% App. Total	2.8	97.2		82.4	17.6		81.2	18.8		
PHF	.656	.978	.980	.876	.817	.865	.946	.862	.986	.980

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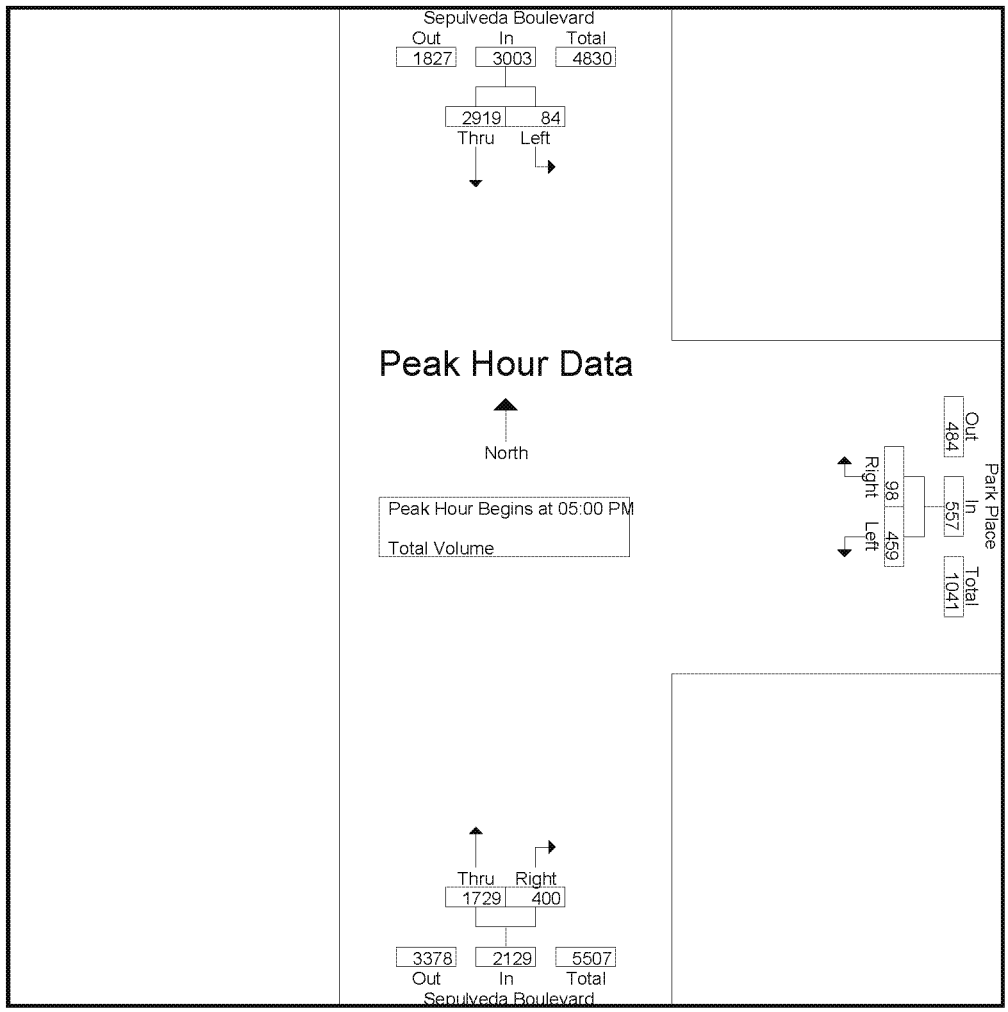

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	**29**	**790**	**819**	100	26	126	**457**	83	**540**
+15 mins.	20	721	741	117	18	135	438	99	537
+30 mins.	16	696	712	111	24	135	420	102	522
+45 mins.	21	745	766	**131**	**30**	**161**	414	**116**	530
Total Volume	86	2952	3038	459	98	557	1729	400	2129
% App. Total	2.8	97.2		82.4	17.6		81.2	18.8	
PHF	.741	.934	.927	.876	.817	.865	.946	.862	.986

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File Name : ESGSEPASAT
Site Code : 10516271
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound			Park Place Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:30 PM	43	402	445	166	36	202	445	152	597	1244
12:45 PM	45	418	463	142	33	175	435	132	567	1205
Total	88	820	908	308	69	377	880	284	1164	2449
01:00 PM	28	406	434	163	34	197	416	145	561	1192
01:15 PM	38	410	448	112	39	151	464	144	608	1207
01:30 PM	31	404	435	159	54	213	377	136	513	1161
01:45 PM	29	408	437	125	36	161	393	137	530	1128
Total	126	1628	1754	559	163	722	1650	562	2212	4688
02:00 PM	27	343	370	141	49	190	409	140	549	1109
02:15 PM	30	372	402	140	35	175	434	137	571	1148
Grand Total	271	3163	3434	1148	316	1464	3373	1123	4496	9394
Apprch %	7.9	92.1		78.4	21.6		75	25		
Total %	2.9	33.7	36.6	12.2	3.4	15.6	35.9	12	47.9	

	Sepulveda Boulevard Southbound			Park Place Westbound			Sepulveda Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	43	402	445	**166**	36	**202**	445	**152**	597	**1244**
12:45 PM	**45**	**418**	**463**	142	33	175	435	132	567	1205
01:00 PM	28	406	434	163	34	197	416	145	561	1192
01:15 PM	38	410	448	112	**39**	151	**464**	144	**608**	1207
Total Volume	154	1636	1790	583	142	725	1760	573	2333	4848
% App. Total	8.6	91.4		80.4	19.6		75.4	24.6		
PHF	.856	.978	.967	.878	.910	.897	.948	.942	.959	.974

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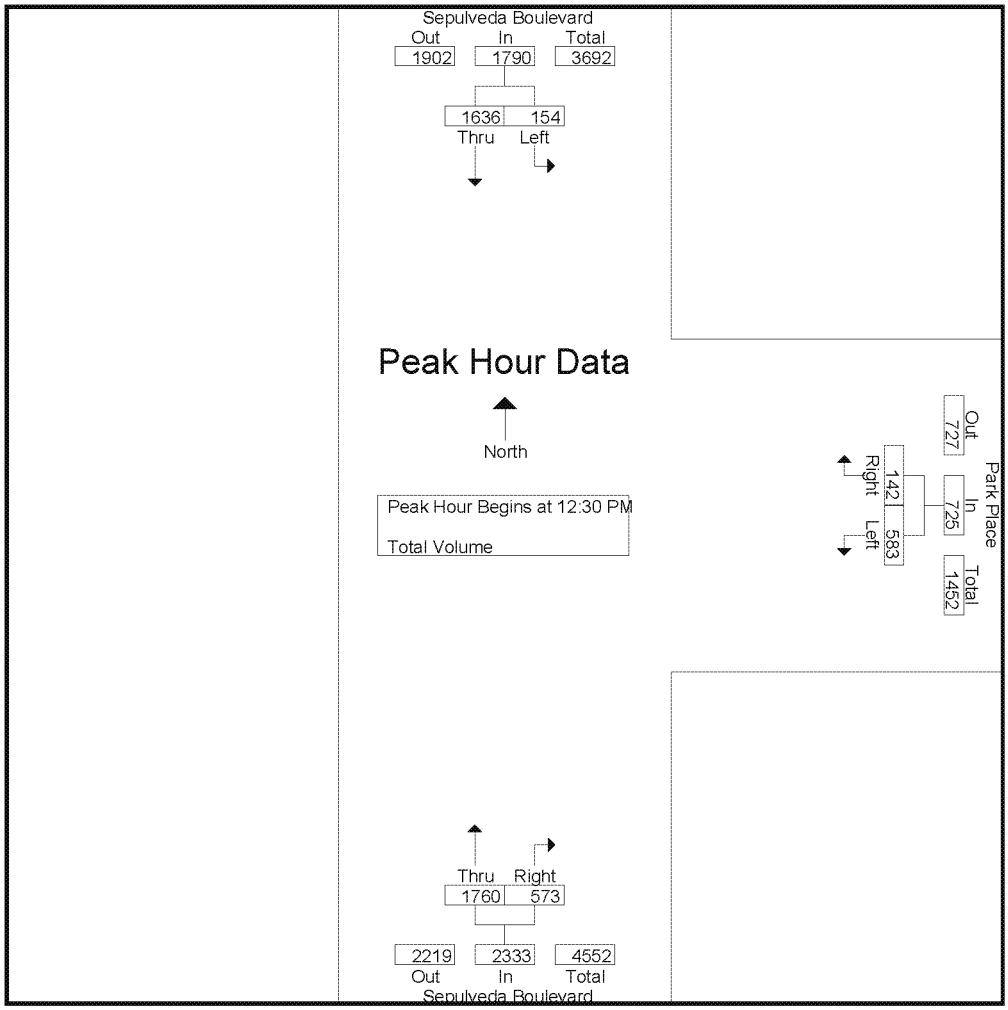

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM			01:30 PM			12:30 PM		
+0 mins.	43	402	445	**159**	**54**	**213**	445	**152**	597
+15 mins.	**45**	**418**	**463**	125	36	161	435	132	567
+30 mins.	28	406	434	141	49	190	416	145	561
+45 mins.	38	410	448	140	35	175	**464**	144	**608**
Total Volume	154	1636	1790	565	174	739	1760	573	2333
% App. Total	8.6	91.4		76.5	23.5		75.4	24.6	
PHF	.856	.978	.967	.888	.806	.867	.948	.942	.959

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City of El Segundo
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E/W: Rosecrans Avenue
Weather: Clear

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Rosecrans Avenue Westbound				Sepulveda Boulevard Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	129	547	58	734	112	111	104	327	62	304	60	426	63	157	56	276	1763
04:15 PM	128	622	71	821	98	101	109	308	53	347	84	484	66	113	42	221	1834
04:30 PM	135	615	97	847	111	128	111	350	71	311	55	437	68	112	59	239	1873
04:45 PM	111	607	103	821	112	107	104	323	51	323	84	458	60	116	46	222	1824
Total	503	2391	329	3223	433	447	428	1308	237	1285	283	1805	257	498	203	958	7294
05:00 PM	162	538	107	807	134	174	115	423	82	325	48	455	80	140	51	271	1956
05:15 PM	114	646	123	883	108	136	135	379	54	342	71	467	52	104	44	200	1929
05:30 PM	125	574	138	837	137	156	137	430	89	311	46	446	69	120	39	228	1941
05:45 PM	132	635	135	902	107	140	149	396	68	302	60	430	71	95	33	199	1927
Total	533	2393	503	3429	486	606	536	1628	293	1280	225	1798	272	459	167	898	7753
Grand Total	1036	4784	832	6652	919	1053	964	2936	530	2565	508	3603	529	957	370	1856	15047
Apprch %	15.6	71.9	12.5		31.3	35.9	32.8		14.7	71.2	14.1		28.5	51.6	19.9		
Total %	6.9	31.8	5.5	44.2	6.1	7	6.4	19.5	3.5	17	3.4	23.9	3.5	6.4	2.5	12.3	

	Sepulveda Boulevard Southbound				Rosecrans Avenue Westbound				Sepulveda Boulevard Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**162**	538	107	807	134	**174**	115	423	82	325	48	455	**80**	**140**	**51**	**271**	**1956**
05:15 PM	114	**646**	123	883	108	136	135	379	54	**342**	**71**	**467**	52	104	44	200	1929
05:30 PM	125	574	**138**	837	**137**	156	137	**430**	**89**	311	46	446	69	120	39	228	1941
05:45 PM	132	635	135	**902**	107	140	**149**	396	68	302	60	430	71	95	33	199	1927
Total Volume	533	2393	503	3429	486	606	536	1628	293	1280	225	1798	272	459	167	898	7753
% App. Total	15.5	69.8	14.7		29.9	37.2	32.9		16.3	71.2	12.5		30.3	51.1	18.6		
PHF	.823	.926	.911	.950	.887	.871	.899	.947	.823	.936	.792	.963	.850	.820	.819	.828	.991

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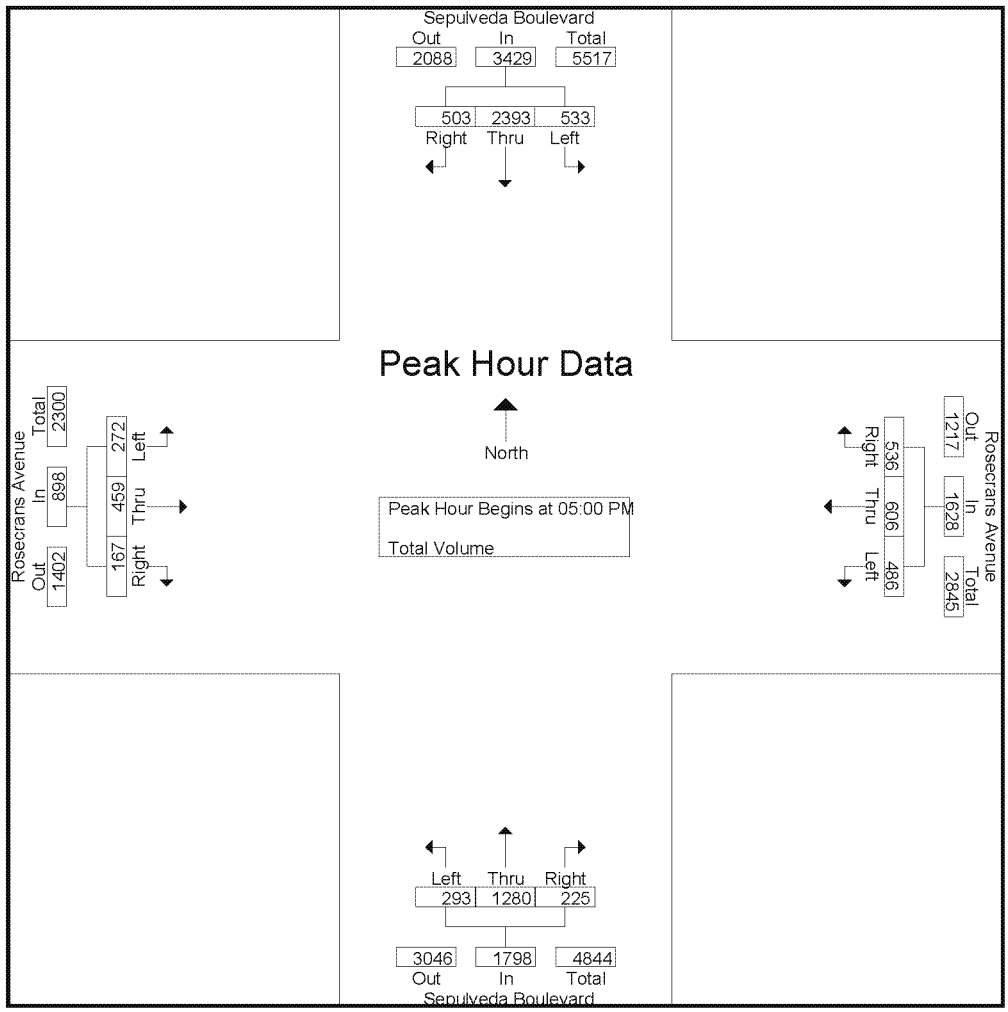

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	**162**	538	107	807	134	**174**	115	423	53	**347**	**84**	**484**	63	**157**	56	**276**
+15 mins.	114	**646**	123	883	108	136	135	379	71	311	55	437	66	113	42	221
+30 mins.	125	574	**138**	837	**137**	156	137	**430**	51	323	84	458	**68**	112	**59**	239
+45 mins.	132	635	135	**902**	107	140	**149**	396	**82**	325	48	455	60	116	46	222
Total Volume	533	2393	503	3429	486	606	536	1628	257	1306	271	1834	257	498	203	958
% App. Total	15.5	69.8	14.7		29.9	37.2	32.9		14	71.2	14.8		26.8	52	21.2	
PHF	.823	.926	.911	.950	.887	.871	.899	.947	.784	.941	.807	.947	.945	.793	.860	.868

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Rosecrans Avenue Westbound				Sepulveda Boulevard Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	134	388	57	579	104	108	144	356	55	346	85	486	76	105	35	216	1637
12:45 PM	117	373	45	535	107	87	157	351	55	331	75	461	63	125	45	233	1580
Total	251	761	102	1114	211	195	301	707	110	677	160	947	139	230	80	449	3217
01:00 PM	134	405	53	592	91	88	157	336	59	347	78	484	57	113	39	209	1621
01:15 PM	120	348	40	508	120	92	135	347	66	380	85	531	74	103	48	225	1611
01:30 PM	133	405	49	587	96	100	142	338	52	351	68	471	48	134	47	229	1625
01:45 PM	124	340	42	506	120	92	148	360	55	285	76	416	75	112	64	251	1533
Total	511	1498	184	2193	427	372	582	1381	232	1363	307	1902	254	462	198	914	6390
02:00 PM	121	344	34	499	91	99	141	331	67	378	104	549	46	99	52	197	1576
02:15 PM	134	350	41	525	102	86	144	332	42	353	89	484	59	99	51	209	1550
Grand Total	1017	2953	361	4331	831	752	1168	2751	451	2771	660	3882	498	890	381	1769	12733
Apprch %	23.5	68.2	8.3		30.2	27.3	42.5		11.6	71.4	17		28.2	50.3	21.5		
Total %	8	23.2	2.8	34	6.5	5.9	9.2	21.6	3.5	21.8	5.2	30.5	3.9	7	3	13.9	

	Sepulveda Boulevard Southbound				Rosecrans Avenue Westbound				Sepulveda Boulevard Northbound				Rosecrans Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**134**	388	**57**	579	104	**108**	144	**356**	55	346	**85**	486	**76**	105	35	216	**1637**
12:45 PM	117	373	45	535	107	87	**157**	351	55	331	75	461	63	**125**	45	**233**	1580
01:00 PM	134	**405**	53	**592**	91	88	157	336	59	347	78	484	57	113	39	209	1621
01:15 PM	120	348	40	508	**120**	92	135	347	**66**	**380**	85	**531**	74	103	**48**	225	1611
Total Volume	505	1514	195	2214	422	375	593	1390	235	1404	323	1962	270	446	167	883	6449
% App. Total	22.8	68.4	8.8		30.4	27	42.7		12	71.6	16.5		30.6	50.5	18.9		
PHF	.942	.935	.855	.935	.879	.868	.944	.976	.890	.924	.950	.924	.888	.892	.870	.947	.985

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City of El Segundo
N/S: Sepulveda Boulevard
E/W: Rosecrans Avenue
Weather: Clear

File Name : ESGSEROSAT
Site Code : 10516271
Start Date : 5/14/2016
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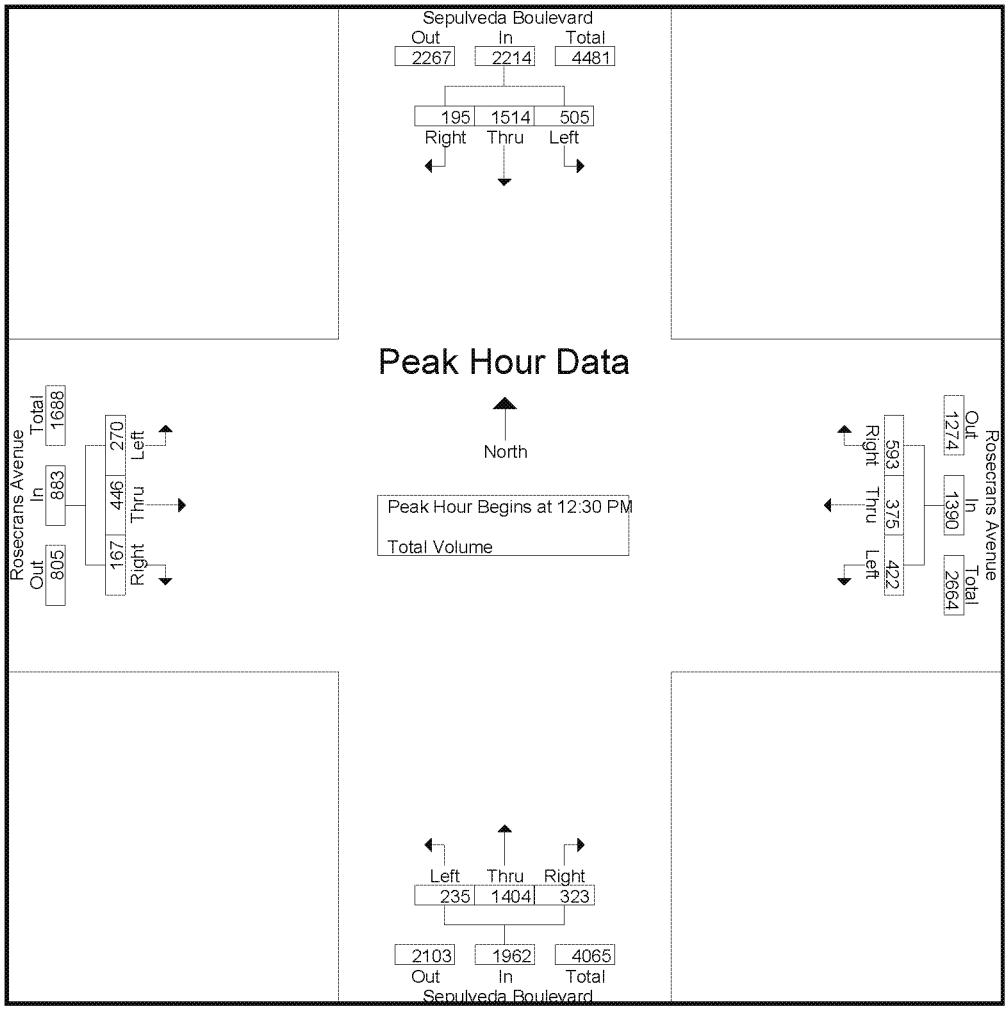

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:30 PM				01:15 PM				01:00 PM			
+0 mins.	117	373	45	535	104	**108**	144	**356**	66	**380**	85	531	57	113	39	209
+15 mins.	**134**	**405**	**53**	**592**	107	87	**157**	351	52	351	68	471	74	103	48	225
+30 mins.	120	348	40	508	91	88	157	336	55	285	76	416	48	**134**	47	229
+45 mins.	133	405	49	587	**120**	92	135	347	**67**	378	**104**	**549**	**75**	112	**64**	**251**
Total Volume	504	1531	187	2222	422	375	593	1390	240	1394	333	1967	254	462	198	914
% App. Total	22.7	68.9	8.4		30.4	27	42.7		12.2	70.9	16.9		27.8	50.5	21.7	
PHF	.940	.945	.882	.938	.879	.868	.944	.976	.896	.917	.800	.896	.847	.862	.773	.910

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City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: 33rd Street
Weather: Clear

File Name : MHBSE33PM
Site Code : 10516271
Start Date : 7/14/2016
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				33rd Street Westbound				Sepulveda Boulevard Northbound				33rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	529	0	565	32	0	46	78	0	351	21	372	51	20	6	77	1092
04:15 PM	44	699	0	743	22	0	50	72	0	413	17	430	37	20	8	65	1310
04:30 PM	47	600	0	647	27	0	42	69	0	340	14	354	58	14	6	78	1148
04:45 PM	58	614	0	672	16	0	41	57	0	414	20	434	30	22	7	59	1222
Total	185	2442	0	2627	97	0	179	276	0	1518	72	1590	176	76	27	279	4772
05:00 PM	47	564	0	611	19	0	58	77	0	346	13	359	53	18	7	78	1125
05:15 PM	51	623	0	674	20	0	32	52	0	466	10	476	37	21	5	63	1265
05:30 PM	50	572	0	622	22	0	49	71	0	375	21	396	54	15	4	73	1162
05:45 PM	52	613	0	665	25	0	35	60	0	425	17	442	33	11	2	46	1213
Total	200	2372	0	2572	86	0	174	260	0	1612	61	1673	177	65	18	260	4765
Grand Total	385	4814	0	5199	183	0	353	536	0	3130	133	3263	353	141	45	539	9537
Apprch %	7.4	92.6	0		34.1	0	65.9		0	95.9	4.1		65.5	26.2	8.3		
Total %	4	50.5	0	54.5	1.9	0	3.7	5.6	0	32.8	1.4	34.2	3.7	1.5	0.5	5.7	

	Sepulveda Boulevard Southbound				33rd Street Westbound				Sepulveda Boulevard Northbound				33rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	44	**699**	0	**743**	22	0	50	72	0	413	17	430	37	20	**8**	65	**1310**
04:30 PM	47	600	0	647	**27**	0	42	69	0	340	14	354	**58**	14	6	**78**	1148
04:45 PM	**58**	614	0	672	16	0	41	57	0	**414**	**20**	**434**	30	**22**	7	59	1222
05:00 PM	47	564	0	611	19	0	**58**	**77**	0	346	13	359	53	18	7	78	1125
Total Volume	196	2477	0	2673	84	0	191	275	0	1513	64	1577	178	74	28	280	4805
% App. Total	7.3	92.7	0		30.5	0	69.5		0	95.9	4.1		63.6	26.4	10		
PHF	.845	.886	.000	.899	.778	.000	.823	.893	.000	.914	.800	.908	.767	.841	.875	.897	.917

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City of Manhattan Beach
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File Name : MHBSE33PM
Site Code : 10516271
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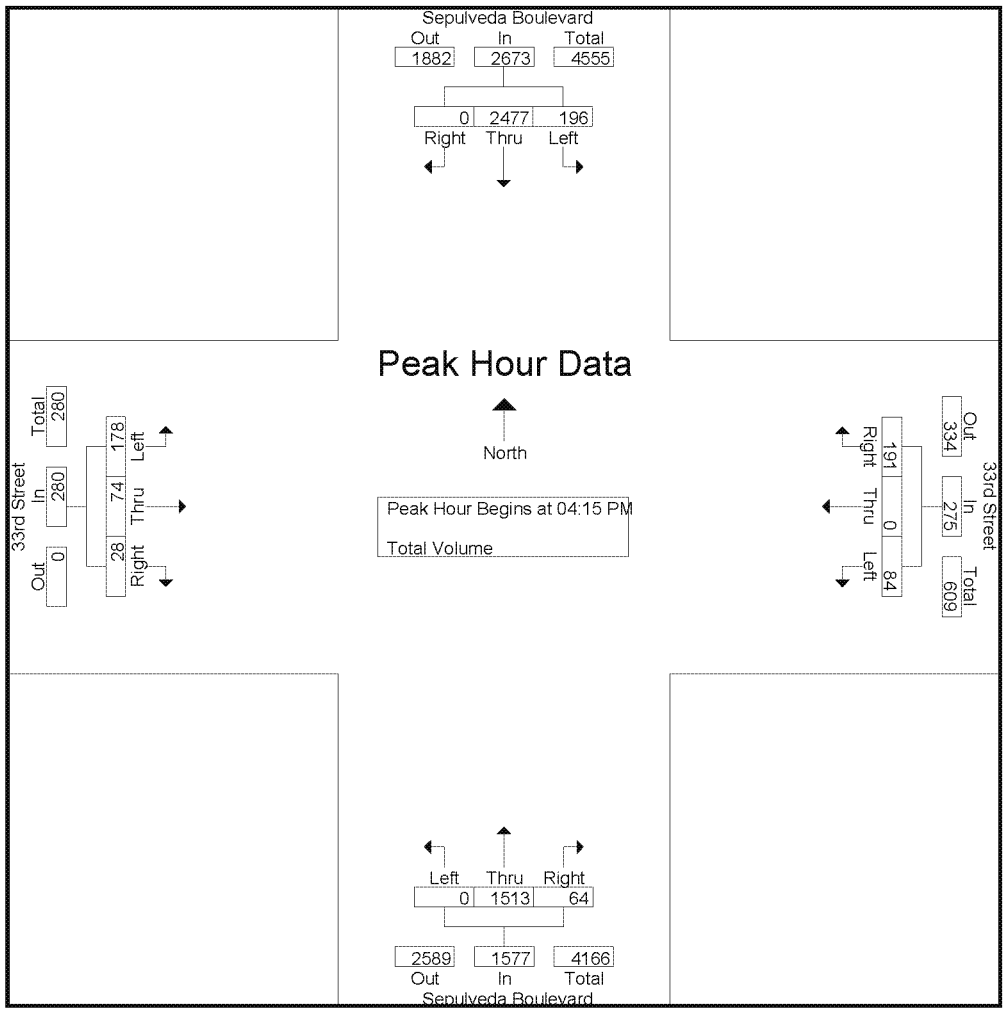

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	44	**699**	0	**743**	**32**	0	46	**78**	0	346	13	359	37	20	**8**	65
+15 mins.	47	600	0	647	22	0	**50**	72	0	**466**	10	**476**	**58**	14	6	**78**
+30 mins.	**58**	614	0	672	27	0	42	69	0	375	**21**	396	30	**22**	7	59
+45 mins.	47	564	0	611	16	0	41	57	0	425	17	442	53	18	7	78
Total Volume	196	2477	0	2673	97	0	179	276	0	1612	61	1673	178	74	28	280
% App. Total	7.3	92.7	0		35.1	0	64.9		0	96.4	3.6		63.6	26.4	10	
PHF	.845	.886	.000	.899	.758	.000	.895	.885	.000	.865	.726	.879	.767	.841	.875	.897

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City of Manhattan Beach
N/S: Sepulveda Boulevard
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Weather: Clear

File Name : MHBSE33SAT
Site Code : 10516271
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				33rd Street Westbound				Sepulveda Boulevard Northbound				33rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	52	497	0	549	28	0	54	82	0	522	24	546	50	18	7	75	1252
12:45 PM	71	426	0	497	23	0	51	74	0	470	23	493	47	20	7	74	1138
Total	123	923	0	1046	51	0	105	156	0	992	47	1039	97	38	14	149	2390
01:00 PM	62	401	0	463	21	0	61	82	0	429	22	451	47	19	4	70	1066
01:15 PM	68	382	0	450	35	0	57	92	0	430	22	452	44	18	3	65	1059
01:30 PM	57	470	0	527	25	0	54	79	0	445	25	470	46	27	4	77	1153
01:45 PM	57	423	0	480	23	0	57	80	0	453	18	471	42	20	8	70	1101
Total	244	1676	0	1920	104	0	229	333	0	1757	87	1844	179	84	19	282	4379
02:00 PM	53	420	0	473	21	0	51	72	0	469	22	491	41	10	5	56	1092
02:15 PM	61	459	0	520	14	0	63	77	0	450	26	476	39	19	3	61	1134
Grand Total	481	3478	0	3959	190	0	448	638	0	3668	182	3850	356	151	41	548	8995
Apprch %	12.1	87.9	0		29.8	0	70.2		0	95.3	4.7		65	27.6	7.5		
Total %	5.3	38.7	0	44	2.1	0	5	7.1	0	40.8	2	42.8	4	1.7	0.5	6.1	

	Sepulveda Boulevard Southbound				33rd Street Westbound				Sepulveda Boulevard Northbound				33rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	52	**497**	0	**549**	28	0	54	82	0	**522**	**24**	**546**	**50**	18	**7**	**75**	**1252**
12:45 PM	**71**	426	0	497	23	0	51	74	0	470	23	493	47	**20**	7	74	1138
01:00 PM	62	401	0	463	21	0	**61**	82	0	429	22	451	47	19	4	70	1066
01:15 PM	68	382	0	450	**35**	0	57	**92**	0	430	22	452	44	18	3	65	1059
Total Volume	253	1706	0	1959	107	0	223	330	0	1851	91	1942	188	75	21	284	4515
% App. Total	12.9	87.1	0		32.4	0	67.6		0	95.3	4.7		66.2	26.4	7.4		
PHF	.891	.858	.000	.892	.764	.000	.914	.897	.000	.886	.948	.889	.940	.938	.750	.947	.902

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City of Manhattan Beach
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File Name : MHBSE33SAT
Site Code : 10516271
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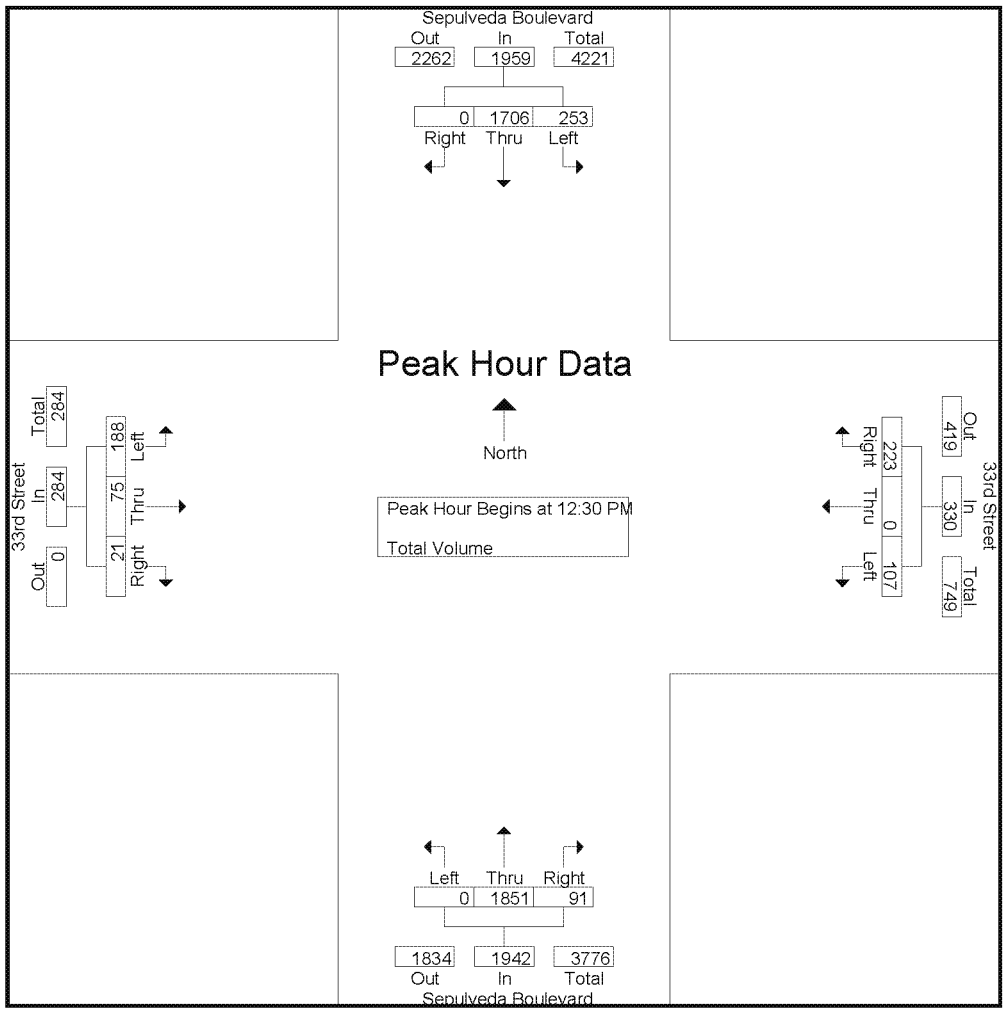

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				01:00 PM				12:30 PM				12:45 PM			
+0 mins.	57	**470**	0	**527**	21	0	**61**	82	0	**522**	**24**	**546**	**47**	20	**7**	74
+15 mins.	57	423	0	480	**35**	0	57	**92**	0	470	23	493	47	19	4	70
+30 mins.	53	420	0	473	25	0	54	79	0	429	22	451	44	18	3	65
+45 mins.	**61**	459	0	520	23	0	57	80	0	430	22	452	46	**27**	4	**77**
Total Volume	228	1772	0	2000	104	0	229	333	0	1851	91	1942	184	84	18	286
% App. Total	11.4	88.6	0		31.2	0	68.8		0	95.3	4.7		64.3	29.4	6.3	
PHF	.934	.943	.000	.949	.743	.000	.939	.905	.000	.886	.948	.889	.979	.778	.643	.929

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City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: 30th Street
Weather: Clear

File Name : MHBSE30PM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				30th Street Westbound				Sepulveda Boulevard Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	606	5	633	45	2	19	66	6	345	22	373	5	4	9	18	1090
04:15 PM	26	615	4	645	24	1	23	48	4	380	33	417	4	0	8	12	1122
04:30 PM	18	617	5	640	38	1	32	71	7	376	30	413	3	2	9	14	1138
04:45 PM	12	642	4	658	34	0	27	61	1	380	29	410	1	3	6	10	1139
Total	78	2480	18	2576	141	4	101	246	18	1481	114	1613	13	9	32	54	4489
05:00 PM	11	663	3	677	39	2	35	76	5	386	27	418	3	1	4	8	1179
05:15 PM	14	626	3	643	49	2	23	74	3	390	28	421	3	5	11	19	1157
05:30 PM	21	622	3	646	44	2	27	73	4	356	20	380	4	2	7	13	1112
05:45 PM	17	642	0	659	26	0	21	47	3	352	32	387	3	1	7	11	1104
Total	63	2553	9	2625	158	6	106	270	15	1484	107	1606	13	9	29	51	4552
Grand Total	141	5033	27	5201	299	10	207	516	33	2965	221	3219	26	18	61	105	9041
Apprch %	2.7	96.8	0.5		57.9	1.9	40.1		1	92.1	6.9		24.8	17.1	58.1		
Total %	1.6	55.7	0.3	57.5	3.3	0.1	2.3	5.7	0.4	32.8	2.4	35.6	0.3	0.2	0.7	1.2	

	Sepulveda Boulevard Southbound				30th Street Westbound				Sepulveda Boulevard Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**18**	617	**5**	640	38	1	32	71	**7**	376	**30**	413	**3**	2	9	14	1138
04:45 PM	12	642	4	658	34	0	27	61	1	380	29	410	1	3	6	10	1139
05:00 PM	11	**663**	3	**677**	39	**2**	**35**	**76**	5	386	27	418	3	1	4	8	**1179**
05:15 PM	14	626	3	643	**49**	2	23	74	3	**390**	28	**421**	3	**5**	**11**	**19**	1157
Total Volume	55	2548	15	2618	160	5	117	282	16	1532	114	1662	10	11	30	51	4613
% App. Total	2.1	97.3	0.6		56.7	1.8	41.5		1	92.2	6.9		19.6	21.6	58.8		
PHF	.764	.961	.750	.967	.816	.625	.836	.928	.571	.982	.950	.987	.833	.550	.682	.671	.978

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City of Manhattan Beach
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Weather: Clear

File Name : MHBSE30PM
Site Code : 10516271
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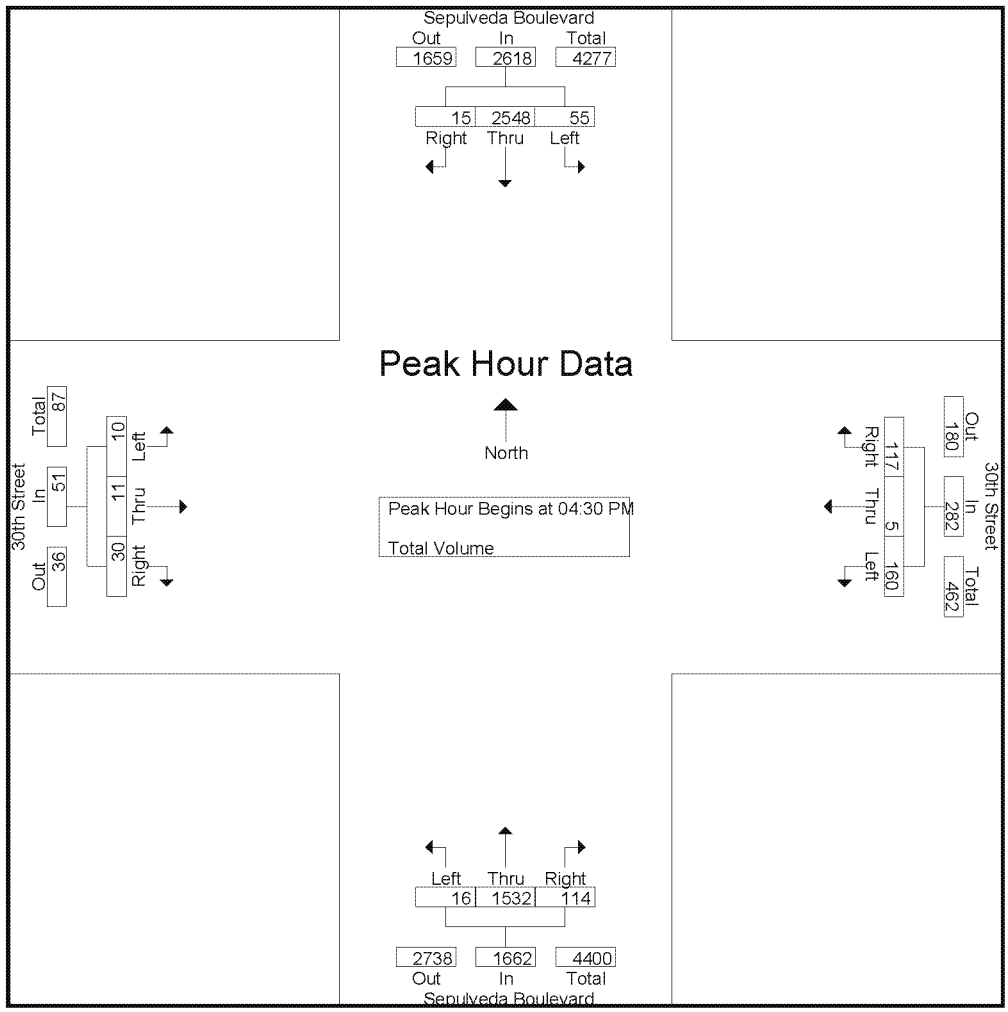

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	11	**663**	**3**	**677**	34	0	27	61	**7**	376	**30**	413	**5**	**4**	**9**	**18**
+15 mins.	14	626	3	643	39	**2**	**35**	**76**	1	380	29	410	4	0	8	12
+30 mins.	**21**	622	3	646	**49**	2	23	74	5	386	27	418	3	2	9	14
+45 mins.	17	642	0	659	44	2	27	73	3	**390**	28	**421**	1	3	6	10
Total Volume	63	2553	9	2625	166	6	112	284	16	1532	114	1662	13	9	32	54
% App. Total	2.4	97.3	0.3		58.5	2.1	39.4		1	92.2	6.9		24.1	16.7	59.3	
PHF	.750	.963	.750	.969	.847	.750	.800	.934	.571	.982	.950	.987	.650	.563	.889	.750

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City of Manhattan Beach
N/S: Sepulveda Boulevard
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File Name : MHBSE30SAT
Site Code : 10516271
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				30th Street Westbound				Sepulveda Boulevard Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	22	377	1	400	34	2	38	74	3	420	45	468	3	1	9	13	955
12:45 PM	29	416	2	447	28	1	32	61	8	415	46	469	6	1	7	14	991
Total	51	793	3	847	62	3	70	135	11	835	91	937	9	2	16	27	1946
01:00 PM	21	407	5	433	29	1	29	59	2	443	47	492	5	1	9	15	999
01:15 PM	33	399	4	436	37	0	30	67	6	476	38	520	2	1	3	6	1029
01:30 PM	28	439	6	473	40	0	37	77	2	403	53	458	2	0	7	9	1017
01:45 PM	29	395	3	427	43	0	27	70	9	347	42	398	6	1	7	14	909
Total	111	1640	18	1769	149	1	123	273	19	1669	180	1868	15	3	26	44	3954
02:00 PM	23	429	2	454	37	0	51	88	5	445	39	489	5	1	10	16	1047
02:15 PM	26	393	2	421	41	1	25	67	5	438	37	480	7	3	7	17	985
Grand Total	211	3255	25	3491	289	5	269	563	40	3387	347	3774	36	9	59	104	7932
Apprch %	6	93.2	0.7		51.3	0.9	47.8		1.1	89.7	9.2		34.6	8.7	56.7		
Total %	2.7	41	0.3	44	3.6	0.1	3.4	7.1	0.5	42.7	4.4	47.6	0.5	0.1	0.7	1.3	

	Sepulveda Boulevard Southbound				30th Street Westbound				Sepulveda Boulevard Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	29	416	2	447	28	**1**	32	61	**8**	415	46	469	**6**	**1**	7	14	991
01:00 PM	21	407	5	433	29	1	29	59	2	443	47	492	5	1	**9**	**15**	999
01:15 PM	**33**	399	4	436	37	0	30	67	6	**476**	38	**520**	2	1	3	6	**1029**
01:30 PM	28	**439**	**6**	**473**	**40**	0	**37**	**77**	2	403	**53**	458	2	0	7	9	1017
Total Volume	111	1661	17	1789	134	2	128	264	18	1737	184	1939	15	3	26	44	4036
% App. Total	6.2	92.8	1		50.8	0.8	48.5		0.9	89.6	9.5		34.1	6.8	59.1		
PHF	.841	.946	.708	.946	.838	.500	.865	.857	.563	.912	.868	.932	.625	.750	.722	.733	.981

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City of Manhattan Beach
N/S: Sepulveda Boulevard
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Weather: Clear

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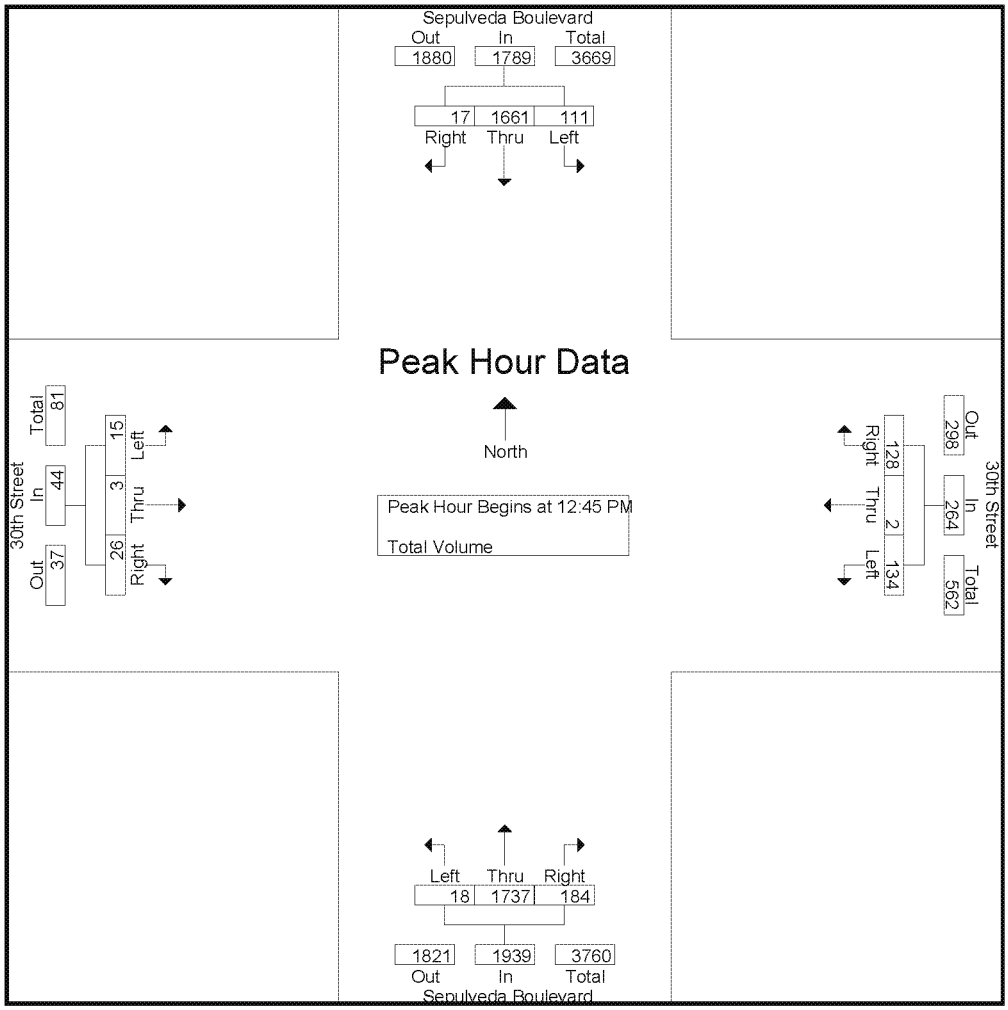

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				01:15 PM				12:30 PM				01:30 PM			
+0 mins.	**33**	399	4	436	37	0	30	67	3	420	45	468	2	0	7	9
+15 mins.	28	**439**	**6**	**473**	40	0	37	77	**8**	415	46	469	6	1	7	14
+30 mins.	29	395	3	427	**43**	0	27	70	2	443	**47**	492	5	1	**10**	16
+45 mins.	23	429	2	454	37	0	**51**	**88**	6	**476**	38	**520**	**7**	**3**	7	**17**
Total Volume	113	1662	15	1790	157	0	145	302	19	1754	176	1949	20	5	31	56
% App. Total	6.3	92.8	0.8		52	0	48		1	90	9		35.7	8.9	55.4	
PHF	.856	.946	.625	.946	.913	.000	.711	.858	.594	.921	.936	.937	.714	.417	.775	.824

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City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: Marine Avenue
Weather: Clear

File Name : MHBSEMAPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Marine Avenue Westbound				Sepulveda Boulevard Northbound				Marine Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	61	594	24	679	36	54	37	127	32	341	25	398	28	64	11	103	1307
04:15 PM	76	517	28	621	62	103	22	187	23	353	31	407	27	111	13	151	1366
04:30 PM	65	539	30	634	65	82	32	179	34	364	29	427	33	83	8	124	1364
04:45 PM	96	587	29	712	62	86	22	170	57	383	39	479	26	131	9	166	1527
Total	298	2237	111	2646	225	325	113	663	146	1441	124	1711	114	389	41	544	5564
05:00 PM	72	565	35	672	57	93	48	198	42	368	38	448	26	79	12	117	1435
05:15 PM	80	591	42	713	55	73	38	166	21	392	29	442	30	99	7	136	1457
05:30 PM	62	545	33	640	59	80	44	183	18	350	22	390	25	66	8	99	1312
05:45 PM	92	512	36	640	63	54	42	159	33	369	33	435	14	95	14	123	1357
Total	306	2213	146	2665	234	300	172	706	114	1479	122	1715	95	339	41	475	5561
Grand Total	604	4450	257	5311	459	625	285	1369	260	2920	246	3426	209	728	82	1019	11125
Apprch %	11.4	83.8	4.8		33.5	45.7	20.8		7.6	85.2	7.2		20.5	71.4	8		
Total %	5.4	40	2.3	47.7	4.1	5.6	2.6	12.3	2.3	26.2	2.2	30.8	1.9	6.5	0.7	9.2	

	Sepulveda Boulevard Southbound				Marine Avenue Westbound				Sepulveda Boulevard Northbound				Marine Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	65	539	30	634	**65**	82	32	179	34	364	29	427	**33**	83	8	124	1364
04:45 PM	**96**	587	29	712	62	86	22	170	**57**	383	**39**	**479**	26	**131**	9	**166**	**1527**
05:00 PM	72	565	35	672	57	**93**	**48**	**198**	42	368	38	448	26	79	**12**	117	1435
05:15 PM	80	**591**	**42**	**713**	55	73	38	166	21	**392**	29	442	30	99	7	136	1457
Total Volume	313	2282	136	2731	239	334	140	713	154	1507	135	1796	115	392	36	543	5783
% App. Total	11.5	83.6	5		33.5	46.8	19.6		8.6	83.9	7.5		21.2	72.2	6.6		
PHF	.815	.965	.810	.958	.919	.898	.729	.900	.675	.961	.865	.937	.871	.748	.750	.818	.947

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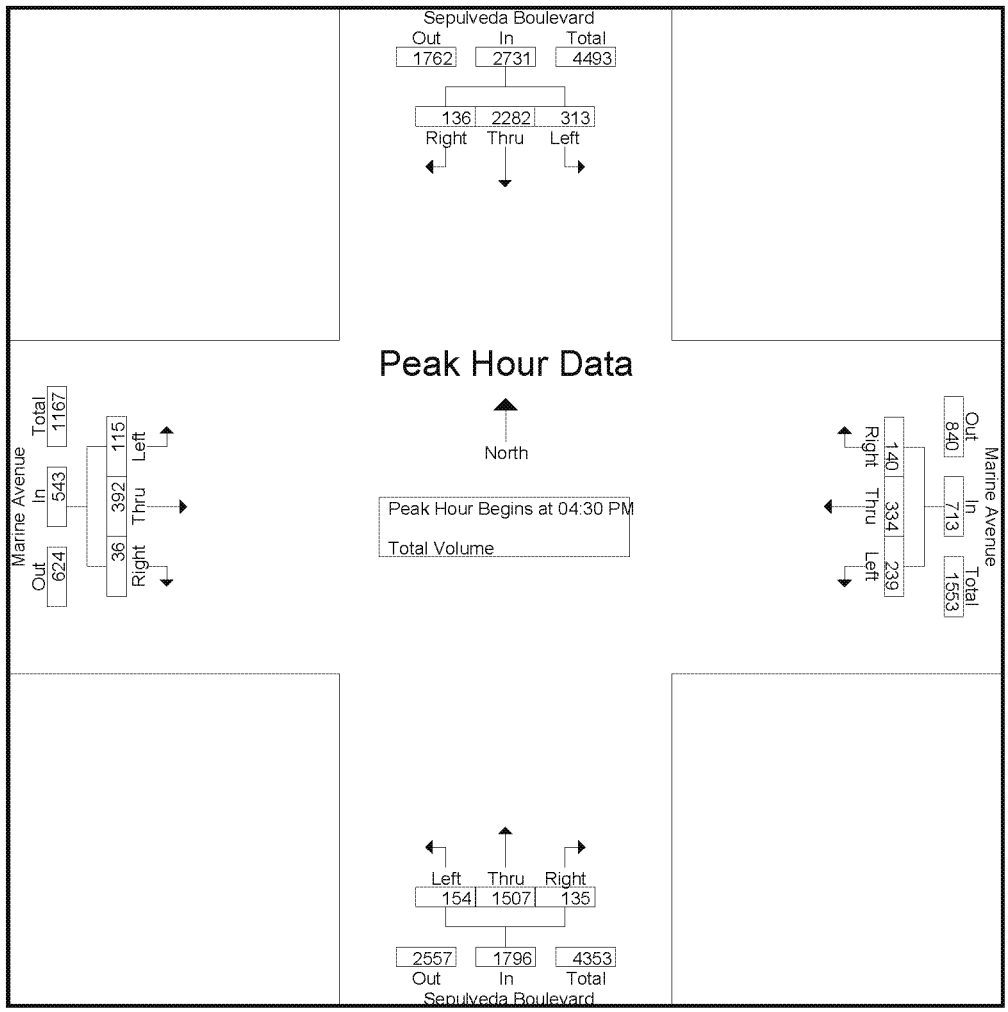

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	**96**	587	29	712	62	**103**	22	187	34	364	29	427	27	111	**13**	151
+15 mins.	72	565	35	672	**65**	82	32	179	**57**	383	**39**	**479**	**33**	83	8	124
+30 mins.	80	**591**	**42**	**713**	62	86	22	170	42	368	38	448	26	**131**	9	**166**
+45 mins.	62	545	33	640	57	93	**48**	**198**	21	**392**	29	442	26	79	12	117
Total Volume	310	2288	139	2737	246	364	124	734	154	1507	135	1796	112	404	42	558
% App. Total	11.3	83.6	5.1		33.5	49.6	16.9		8.6	83.9	7.5		20.1	72.4	7.5	
PHF	.807	.968	.827	.960	.946	.883	.646	.927	.675	.961	.865	.937	.848	.771	.808	.840

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City of Manhattan Beach
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File Name : MHBSEMASAT
Site Code : 10516271
Start Date : 5/14/2016
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Marine Avenue Westbound				Sepulveda Boulevard Northbound				Marine Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	41	329	20	390	60	44	43	147	26	424	35	485	23	54	10	87	1109
12:45 PM	39	398	21	458	60	37	40	137	17	429	43	489	35	56	7	98	1182
Total	80	727	41	848	120	81	83	284	43	853	78	974	58	110	17	185	2291
01:00 PM	53	368	25	446	33	68	57	158	27	428	35	490	22	85	14	121	1215
01:15 PM	54	369	17	440	67	46	60	173	27	452	36	515	30	58	21	109	1237
01:30 PM	48	396	32	476	49	53	44	146	16	414	42	472	19	52	17	88	1182
01:45 PM	49	347	27	423	59	57	39	155	19	355	46	420	28	65	18	111	1109
Total	204	1480	101	1785	208	224	200	632	89	1649	159	1897	99	260	70	429	4743
02:00 PM	49	377	36	462	48	54	35	137	29	450	37	516	32	44	16	92	1207
02:15 PM	53	382	30	465	40	46	36	122	25	440	43	508	25	50	13	88	1183
Grand Total	386	2966	208	3560	416	405	354	1175	186	3392	317	3895	214	464	116	794	9424
Apprch %	10.8	83.3	5.8		35.4	34.5	30.1		4.8	87.1	8.1		27	58.4	14.6		
Total %	4.1	31.5	2.2	37.8	4.4	4.3	3.8	12.5	2	36	3.4	41.3	2.3	4.9	1.2	8.4	

	Sepulveda Boulevard Southbound				Marine Avenue Westbound				Sepulveda Boulevard Northbound				Marine Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	39	**398**	21	458	60	37	40	137	17	429	**43**	489	**35**	56	7	98	1182
01:00 PM	53	368	25	446	33	**68**	57	158	**27**	428	35	490	22	**85**	14	**121**	1215
01:15 PM	**54**	369	17	440	**67**	46	**60**	**173**	27	**452**	36	**515**	30	58	**21**	109	**1237**
01:30 PM	48	396	**32**	**476**	49	53	44	146	16	414	42	472	19	52	17	88	1182
Total Volume	194	1531	95	1820	209	204	201	614	87	1723	156	1966	106	251	59	416	4816
% App. Total	10.7	84.1	5.2		34	33.2	32.7		4.4	87.6	7.9		25.5	60.3	14.2		
PHF	.898	.962	.742	.956	.780	.750	.838	.887	.806	.953	.907	.954	.757	.738	.702	.860	.973

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File Name : MHBSEMASAT
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Start Date : 5/14/2016
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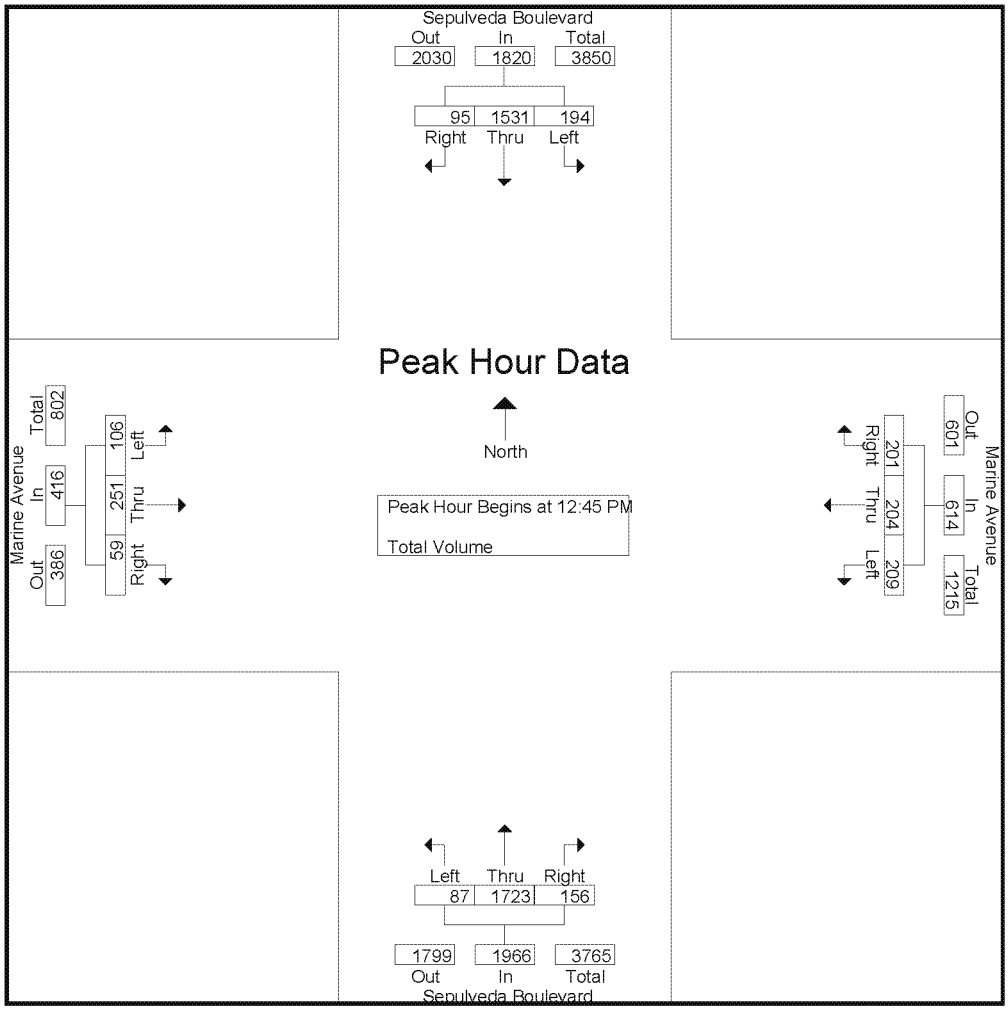

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				01:00 PM				12:30 PM				01:00 PM			
+0 mins.	48	**396**	32	**476**	33	**68**	57	158	26	424	35	485	22	**85**	14	**121**
+15 mins.	49	347	27	423	**67**	46	**60**	**173**	17	429	**43**	489	**30**	58	**21**	109
+30 mins.	49	377	**36**	462	49	53	44	146	**27**	428	35	490	19	52	17	88
+45 mins.	**53**	382	30	465	59	57	39	155	27	**452**	36	**515**	28	65	18	111
Total Volume	199	1502	125	1826	208	224	200	632	97	1733	149	1979	99	260	70	429
% App. Total	10.9	82.3	6.8		32.9	35.4	31.6		4.9	87.6	7.5		23.1	60.6	16.3	
PHF	.939	.948	.868	.959	.776	.824	.833	.913	.898	.959	.866	.961	.825	.765	.833	.886

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City of Manhattan Beach
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E/W: 18th Street
Weather: Clear

File Name : MHBSE18PM
Site Code : 10516271
Start Date : 5/12/2016
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				18th Street Westbound				Sepulveda Boulevard Northbound				Bay Animal Hospital Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	609	0	611	12	1	0	13	0	382	14	396	1	0	1	2	1022
04:15 PM	1	584	2	587	11	0	2	13	0	400	9	409	1	0	5	6	1015
04:30 PM	0	601	0	601	18	0	1	19	0	415	7	422	0	1	1	2	1044
04:45 PM	0	622	0	622	10	0	3	13	0	429	12	441	0	0	2	2	1078
Total	3	2416	2	2421	51	1	6	58	0	1626	42	1668	2	1	9	12	4159
05:00 PM	2	588	0	590	18	0	3	21	0	421	13	434	1	1	2	4	1049
05:15 PM	1	607	0	608	19	0	2	21	0	398	8	406	0	0	3	3	1038
05:30 PM	0	576	0	576	23	0	2	25	0	412	9	421	1	0	3	4	1026
05:45 PM	0	572	0	572	27	0	3	30	0	385	15	400	1	0	2	3	1005
Total	3	2343	0	2346	87	0	10	97	0	1616	45	1661	3	1	10	14	4118
Grand Total	6	4759	2	4767	138	1	16	155	0	3242	87	3329	5	2	19	26	8277
Apprch %	0.1	99.8	0		89	0.6	10.3		0	97.4	2.6		19.2	7.7	73.1		
Total %	0.1	57.5	0	57.6	1.7	0	0.2	1.9	0	39.2	1.1	40.2	0.1	0	0.2	0.3	

	Sepulveda Boulevard Southbound				18th Street Westbound				Sepulveda Boulevard Northbound				Bay Animal Hospital Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	601	0	601	18	0	1	19	0	415	7	422	0	**1**	1	2	1044
04:45 PM	0	**622**	0	**622**	10	0	**3**	13	0	**429**	12	**441**	0	0	2	2	**1078**
05:00 PM	**2**	588	0	590	18	0	3	**21**	0	421	**13**	434	**1**	1	2	**4**	1049
05:15 PM	1	607	0	608	**19**	0	2	21	0	398	8	406	0	0	**3**	3	1038
Total Volume	3	2418	0	2421	65	0	9	74	0	1663	40	1703	1	2	8	11	4209
% App. Total	0.1	99.9	0		87.8	0	12.2		0	97.7	2.3		9.1	18.2	72.7		
PHF	.375	.972	.000	.973	.855	.000	.750	.881	.000	.969	.769	.965	.250	.500	.667	.688	.976

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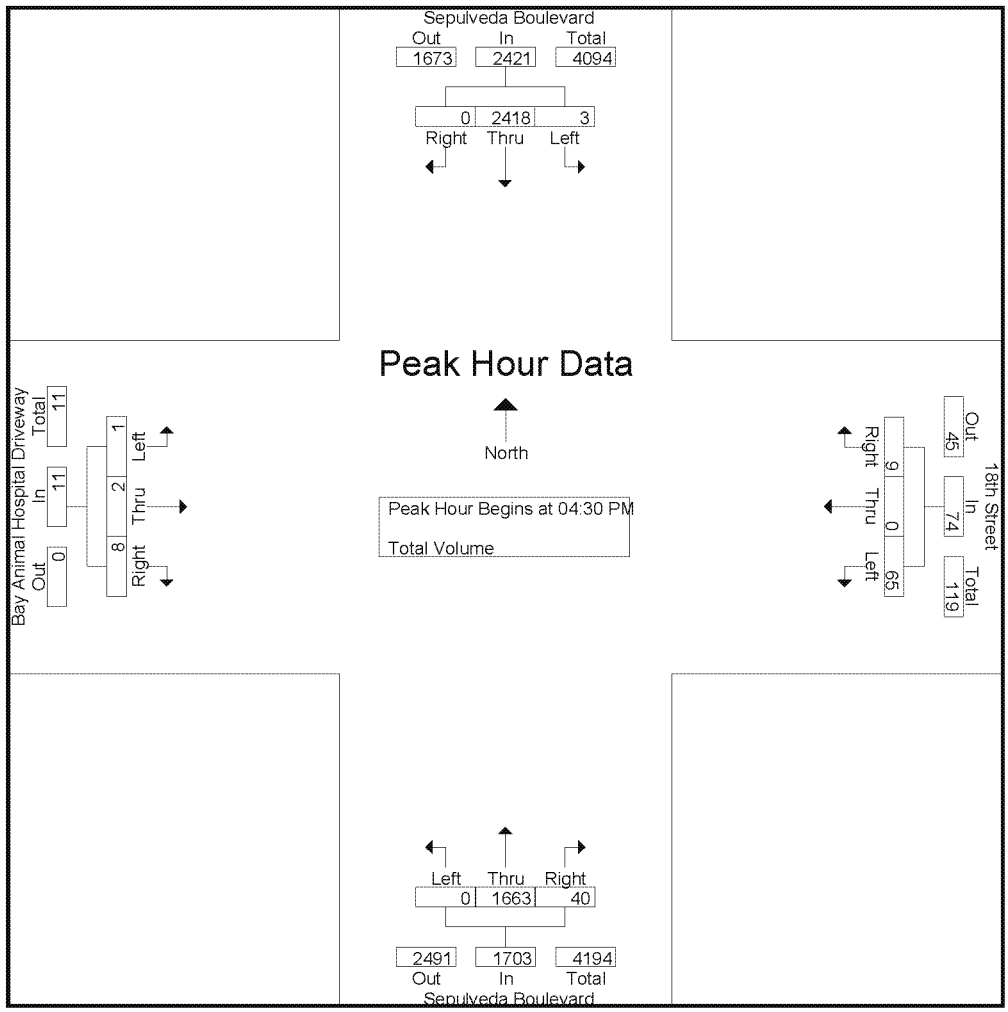

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				04:15 PM			
+0 mins.	**2**	609	0	611	18	0	**3**	21	0	400	9	409	**1**	0	**5**	**6**
+15 mins.	1	584	**2**	587	19	0	2	21	0	415	7	422	0	**1**	1	2
+30 mins.	0	601	0	601	23	0	2	25	0	**429**	12	**441**	0	0	2	2
+45 mins.	0	**622**	0	**622**	**27**	0	3	**30**	0	421	**13**	434	1	1	2	4
Total Volume	3	2416	2	2421	87	0	10	97	0	1665	41	1706	2	2	10	14
% App. Total	0.1	99.8	0.1		89.7	0	10.3		0	97.6	2.4		14.3	14.3	71.4	
PHF	.375	.971	.250	.973	.806	.000	.833	.808	.000	.970	.788	.967	.500	.500	.500	.583

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File Name : MHBSE18SAT
Site Code : 10516271
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				18th Street Westbound				Sepulveda Boulevard Northbound				Bay Animal Hospital Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	3	413	0	416	21	1	1	23	0	470	6	476	0	0	1	1	916
12:45 PM	9	453	0	462	7	1	4	12	0	481	11	492	0	0	1	1	967
Total	12	866	0	878	28	2	5	35	0	951	17	968	0	0	2	2	1883
01:00 PM	6	391	0	397	24	0	1	25	0	489	13	502	0	0	4	4	928
01:15 PM	3	478	0	481	25	1	5	31	0	482	11	493	0	0	6	6	1011
01:30 PM	0	433	0	433	18	0	4	22	0	453	7	460	0	0	3	3	918
01:45 PM	2	433	0	435	11	0	1	12	0	425	9	434	0	0	2	2	883
Total	11	1735	0	1746	78	1	11	90	0	1849	40	1889	0	0	15	15	3740
02:00 PM	3	451	0	454	13	0	3	16	0	521	20	541	1	0	1	2	1013
02:15 PM	2	423	0	425	5	0	0	5	0	463	7	470	0	0	7	7	907
Grand Total	28	3475	0	3503	124	3	19	146	0	3784	84	3868	1	0	25	26	7543
Apprch %	0.8	99.2	0		84.9	2.1	13		0	97.8	2.2		3.8	0	96.2		
Total %	0.4	46.1	0	46.4	1.6	0	0.3	1.9	0	50.2	1.1	51.3	0	0	0.3	0.3	

	Sepulveda Boulevard Southbound				18th Street Westbound				Sepulveda Boulevard Northbound				Bay Animal Hospital Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**3**	**478**	0	**481**	**25**	**1**	**5**	**31**	0	482	11	493	0	0	**6**	**6**	1011
01:30 PM	0	433	0	433	18	0	4	22	0	453	7	460	0	0	3	3	918
01:45 PM	2	433	0	435	11	0	1	12	0	425	9	434	0	0	2	2	883
02:00 PM	3	451	0	454	13	0	3	16	0	**521**	**20**	**541**	**1**	0	1	2	**1013**
Total Volume	8	1795	0	1803	67	1	13	81	0	1881	47	1928	1	0	12	13	3825
% App. Total	0.4	99.6	0		82.7	1.2	16		0	97.6	2.4		7.7	0	92.3		
PHF	.667	.939	.000	.937	.670	.250	.650	.653	.000	.903	.588	.891	.250	.000	.500	.542	.944

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File Name : MHBSE18SAT
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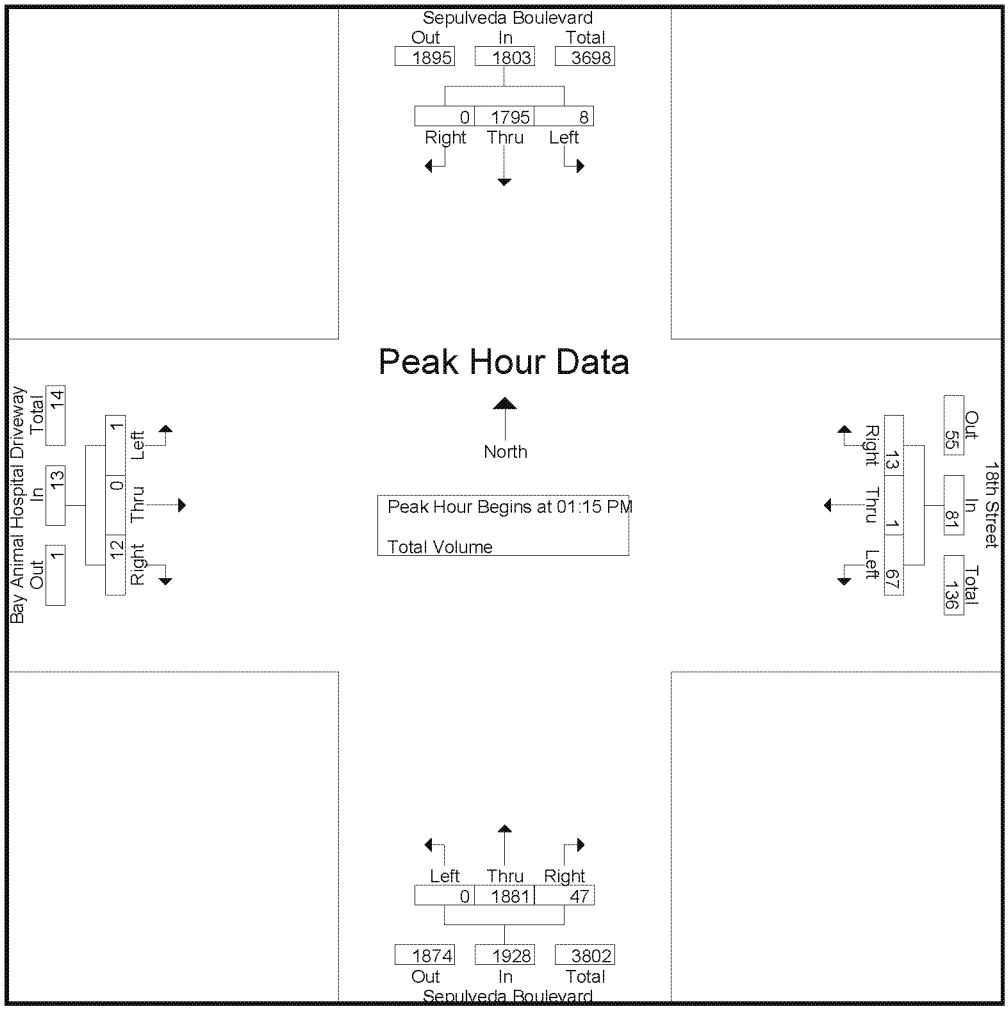

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				12:30 PM				12:30 PM				01:00 PM			
+0 mins.	**3**	**478**	0	**481**	21	**1**	1	23	0	470	6	476	0	0	4	4
+15 mins.	0	433	0	433	7	1	4	12	0	481	11	492	0	0	**6**	**6**
+30 mins.	2	433	0	435	24	0	1	25	0	**489**	**13**	**502**	0	0	3	3
+45 mins.	3	451	0	454	**25**	1	**5**	**31**	0	482	11	493	0	0	2	2
Total Volume	8	1795	0	1803	77	3	11	91	0	1922	41	1963	0	0	15	15
% App. Total	0.4	99.6	0		84.6	3.3	12.1		0	97.9	2.1		0	0	100	
PHF	.667	.939	.000	.937	.770	.750	.550	.734	.000	.983	.788	.978	.000	.000	.625	.625

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Manhattan Beach Boulevard Westbound				Sepulveda Boulevard Northbound				Manhattan Beach Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	497	41	580	74	107	41	222	43	278	55	376	64	111	32	207	1385
04:15 PM	45	483	31	559	63	126	29	218	43	300	48	391	44	154	34	232	1400
04:30 PM	39	536	40	615	68	112	32	212	38	299	38	375	51	118	29	198	1400
04:45 PM	43	520	38	601	51	159	45	255	39	298	36	373	58	164	40	262	1491
Total	169	2036	150	2355	256	504	147	907	163	1175	177	1515	217	547	135	899	5676
05:00 PM	28	526	18	572	82	105	35	222	48	298	46	392	57	126	22	205	1391
05:15 PM	40	517	24	581	51	143	38	232	58	313	51	422	47	156	38	241	1476
05:30 PM	25	537	31	593	60	134	39	233	32	306	35	373	42	133	37	212	1411
05:45 PM	36	509	22	567	53	167	39	259	47	277	43	367	39	143	55	237	1430
Total	129	2089	95	2313	246	549	151	946	185	1194	175	1554	185	558	152	895	5708
Grand Total	298	4125	245	4668	502	1053	298	1853	348	2369	352	3069	402	1105	287	1794	11384
Apprch %	6.4	88.4	5.2		27.1	56.8	16.1		11.3	77.2	11.5		22.4	61.6	16		
Total %	2.6	36.2	2.2	41	4.4	9.2	2.6	16.3	3.1	20.8	3.1	27	3.5	9.7	2.5	15.8	

	Sepulveda Boulevard Southbound				Manhattan Beach Boulevard Westbound				Sepulveda Boulevard Northbound				Manhattan Beach Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**43**	520	**38**	**601**	51	**159**	**45**	**255**	39	298	36	373	**58**	**164**	**40**	**262**	**1491**
05:00 PM	28	526	18	572	**82**	105	35	222	48	298	46	392	57	126	22	205	1391
05:15 PM	40	517	24	581	51	143	38	232	**58**	**313**	**51**	**422**	47	156	38	241	1476
05:30 PM	25	**537**	31	593	60	134	39	233	32	306	35	373	42	133	37	212	1411
Total Volume	136	2100	111	2347	244	541	157	942	177	1215	168	1560	204	579	137	920	5769
% App. Total	5.8	89.5	4.7		25.9	57.4	16.7		11.3	77.9	10.8		22.2	62.9	14.9		
PHF	.791	.978	.730	.976	.744	.851	.872	.924	.763	.970	.824	.924	.879	.883	.856	.878	.967

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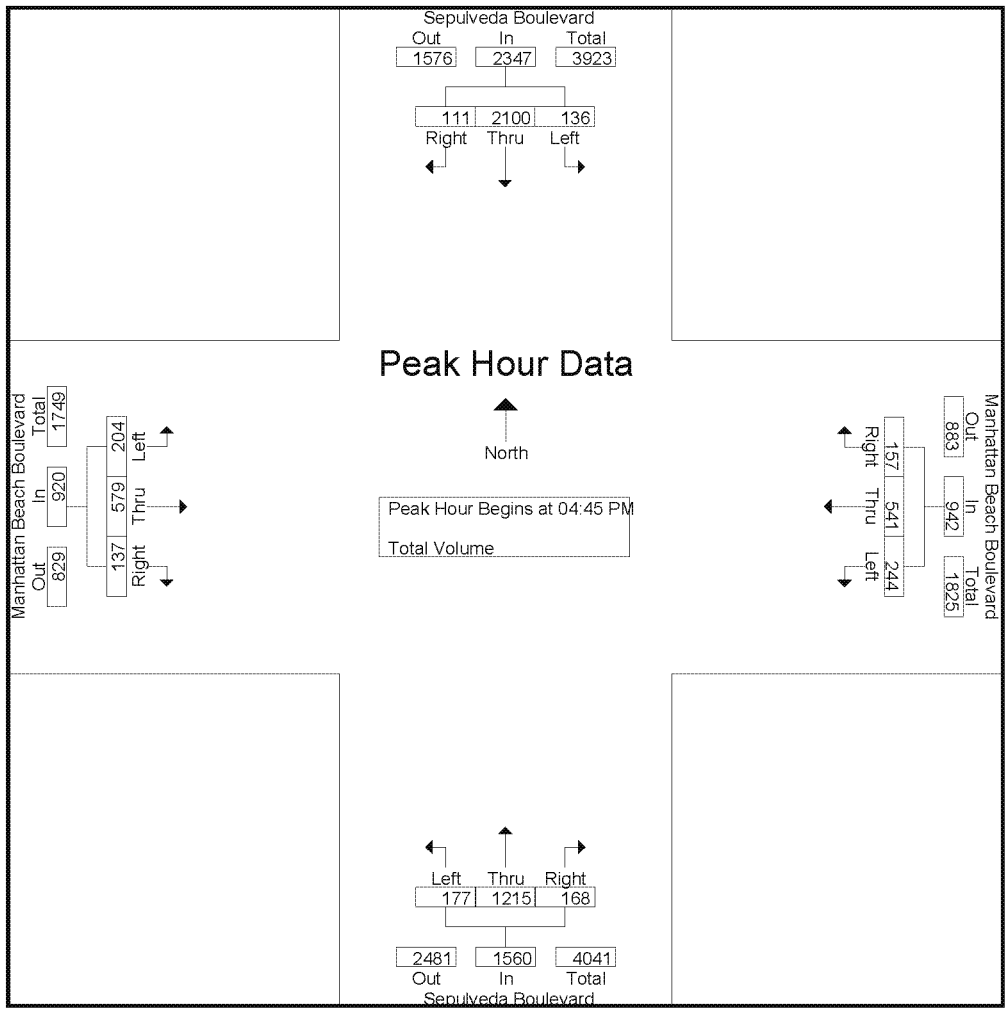
City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: Manhattan Beach Boulevard
Weather: Clear

File Name : MHBSEMBPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	39	**536**	**40**	**615**	**82**	105	35	222	38	299	38	375	**58**	**164**	**40**	**262**
+15 mins.	**43**	520	38	601	51	143	38	232	39	298	36	373	57	126	22	205
+30 mins.	28	526	18	572	60	134	**39**	233	48	298	46	392	47	156	38	241
+45 mins.	40	517	24	581	53	**167**	39	**259**	**58**	**313**	**51**	**422**	42	133	37	212
Total Volume	150	2099	120	2369	246	549	151	946	183	1208	171	1562	204	579	137	920
% App. Total	6.3	88.6	5.1		26	58	16		11.7	77.3	10.9		22.2	62.9	14.9	
PHF	.872	.979	.750	.963	.750	.822	.968	.913	.789	.965	.838	.925	.879	.883	.856	.878

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City of Manhattan Beach
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Weather: Clear

File Name : MHBSEMBSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Manhattan Beach Boulevard Westbound				Sepulveda Boulevard Northbound				Manhattan Beach Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	41	320	35	396	45	102	40	187	36	390	38	464	47	126	26	199	1246
12:45 PM	39	328	46	413	59	100	44	203	27	387	26	440	56	86	29	171	1227
Total	80	648	81	809	104	202	84	390	63	777	64	904	103	212	55	370	2473
01:00 PM	40	311	34	385	45	125	42	212	33	379	39	451	73	142	33	248	1296
01:15 PM	52	357	53	462	47	106	41	194	43	414	37	494	57	111	27	195	1345
01:30 PM	41	319	46	406	45	116	43	204	36	347	30	413	67	118	39	224	1247
01:45 PM	49	316	56	421	43	96	50	189	39	374	34	447	45	112	35	192	1249
Total	182	1303	189	1674	180	443	176	799	151	1514	140	1805	242	483	134	859	5137
02:00 PM	29	358	46	433	49	118	51	218	32	380	35	447	69	115	33	217	1315
02:15 PM	32	359	57	448	46	109	41	196	22	361	37	420	45	108	43	196	1260
Grand Total	323	2668	373	3364	379	872	352	1603	268	3032	276	3576	459	918	265	1642	10185
Apprch %	9.6	79.3	11.1		23.6	54.4	22		7.5	84.8	7.7		28	55.9	16.1		
Total %	3.2	26.2	3.7	33	3.7	8.6	3.5	15.7	2.6	29.8	2.7	35.1	4.5	9	2.6	16.1	

	Sepulveda Boulevard Southbound				Manhattan Beach Boulevard Westbound				Sepulveda Boulevard Northbound				Manhattan Beach Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**52**	357	53	**462**	47	106	41	194	**43**	**414**	**37**	**494**	57	111	27	195	**1345**
01:30 PM	41	319	46	406	45	116	43	204	36	347	30	413	67	**118**	**39**	**224**	1247
01:45 PM	49	316	**56**	421	43	96	50	189	39	374	34	447	45	112	35	192	1249
02:00 PM	29	**358**	46	433	**49**	**118**	**51**	**218**	32	380	35	447	**69**	115	33	217	1315
Total Volume	171	1350	201	1722	184	436	185	805	150	1515	136	1801	238	456	134	828	5156
% App. Total	9.9	78.4	11.7		22.9	54.2	23		8.3	84.1	7.6		28.7	55.1	16.2		
PHF	.822	.943	.897	.932	.939	.924	.907	.923	.872	.915	.919	.911	.862	.966	.859	.924	.958

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City of Manhattan Beach
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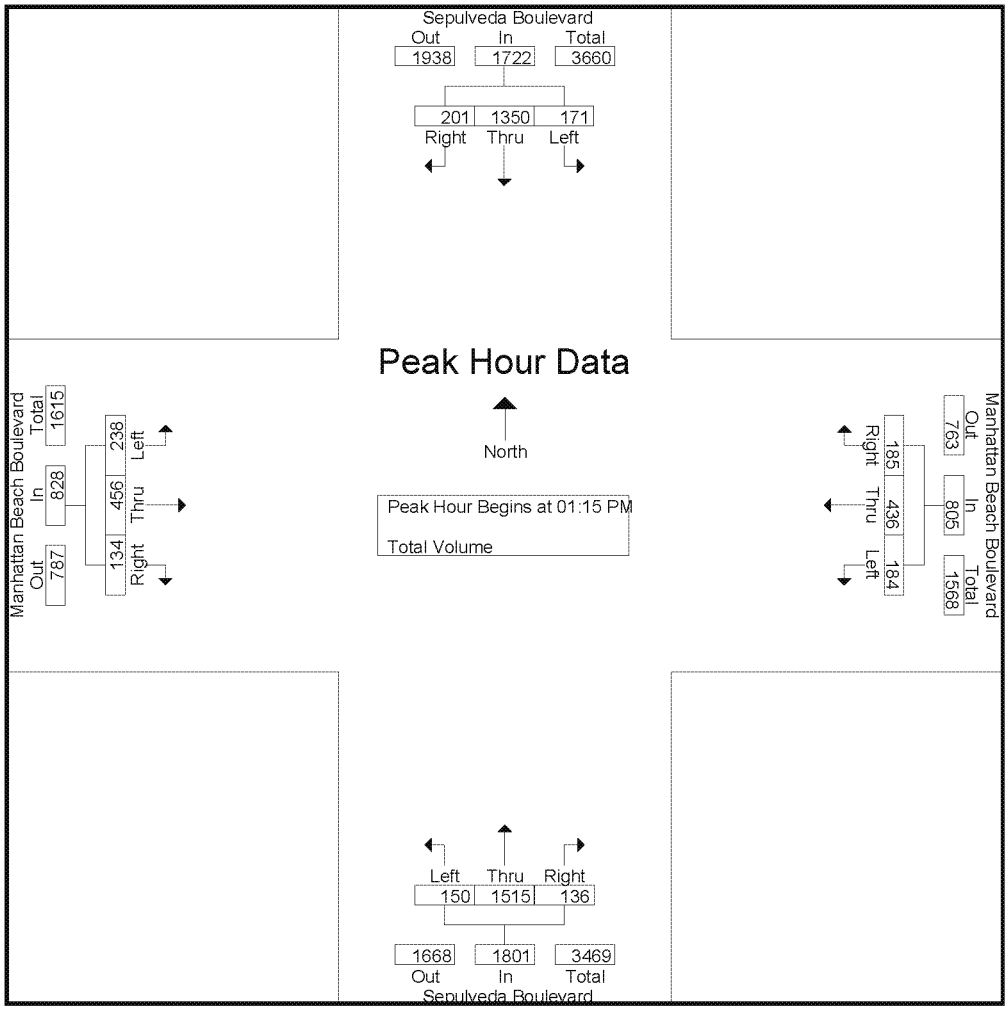
Weather: Clear

File Name : MHBSEMBSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				12:45 PM				12:30 PM				01:00 PM			
+0 mins.	**52**	357	53	**462**	**59**	100	**44**	203	36	390	38	464	**73**	**142**	33	**248**
+15 mins.	41	319	46	406	45	**125**	42	**212**	27	387	26	440	57	111	27	195
+30 mins.	49	316	**56**	421	47	106	41	194	33	379	**39**	451	67	118	**39**	224
+45 mins.	29	**358**	46	433	45	116	43	204	**43**	**414**	37	**494**	45	112	35	192
Total Volume	171	1350	201	1722	196	447	170	813	139	1570	140	1849	242	483	134	859
% App. Total	9.9	78.4	11.7		24.1	55	20.9		7.5	84.9	7.6		28.2	56.2	15.6	
PHF	.822	.943	.897	.932	.831	.894	.966	.959	.808	.948	.897	.936	.829	.850	.859	.866

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City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: 8th Street
Weather: Clear

File Name : MHBSE8TPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				8th Street Westbound				Sepulveda Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	575	1	586	4	4	14	22	2	386	7	395	10	4	1	15	1018
04:15 PM	12	538	2	552	7	15	9	31	0	344	6	350	16	11	5	32	965
04:30 PM	9	597	3	609	7	7	8	22	1	386	3	390	12	8	9	29	1050
04:45 PM	15	554	7	576	3	11	10	24	2	351	5	358	15	9	3	27	985
Total	46	2264	13	2323	21	37	41	99	5	1467	21	1493	53	32	18	103	4018
05:00 PM	16	602	5	623	4	2	9	15	3	385	7	395	9	12	8	29	1062
05:15 PM	14	551	6	571	6	8	5	19	1	410	3	414	14	10	5	29	1033
05:30 PM	20	616	2	638	9	7	8	24	0	362	3	365	8	11	3	22	1049
05:45 PM	15	615	2	632	10	3	5	18	0	342	1	343	11	5	4	20	1013
Total	65	2384	15	2464	29	20	27	76	4	1499	14	1517	42	38	20	100	4157
Grand Total	111	4648	28	4787	50	57	68	175	9	2966	35	3010	95	70	38	203	8175
Apprch %	2.3	97.1	0.6		28.6	32.6	38.9		0.3	98.5	1.2		46.8	34.5	18.7		
Total %	1.4	56.9	0.3	58.6	0.6	0.7	0.8	2.1	0.1	36.3	0.4	36.8	1.2	0.9	0.5	2.5	

	Sepulveda Boulevard Southbound				8th Street Westbound				Sepulveda Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	602	5	623	4	2	**9**	15	**3**	385	**7**	395	9	**12**	**8**	**29**	**1062**
05:15 PM	14	551	**6**	571	6	**8**	5	19	1	**410**	3	**414**	**14**	10	5	29	1033
05:30 PM	**20**	**616**	2	**638**	9	7	8	**24**	0	362	3	365	8	11	3	22	1049
05:45 PM	15	615	2	632	**10**	3	5	18	0	342	1	343	11	5	4	20	1013
Total Volume	65	2384	15	2464	29	20	27	76	4	1499	14	1517	42	38	20	100	4157
% App. Total	2.6	96.8	0.6		38.2	26.3	35.5		0.3	98.8	0.9		42	38	20		
PHF	.813	.968	.625	.966	.725	.625	.750	.792	.333	.914	.500	.916	.750	.792	.625	.862	.979

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City of Manhattan Beach
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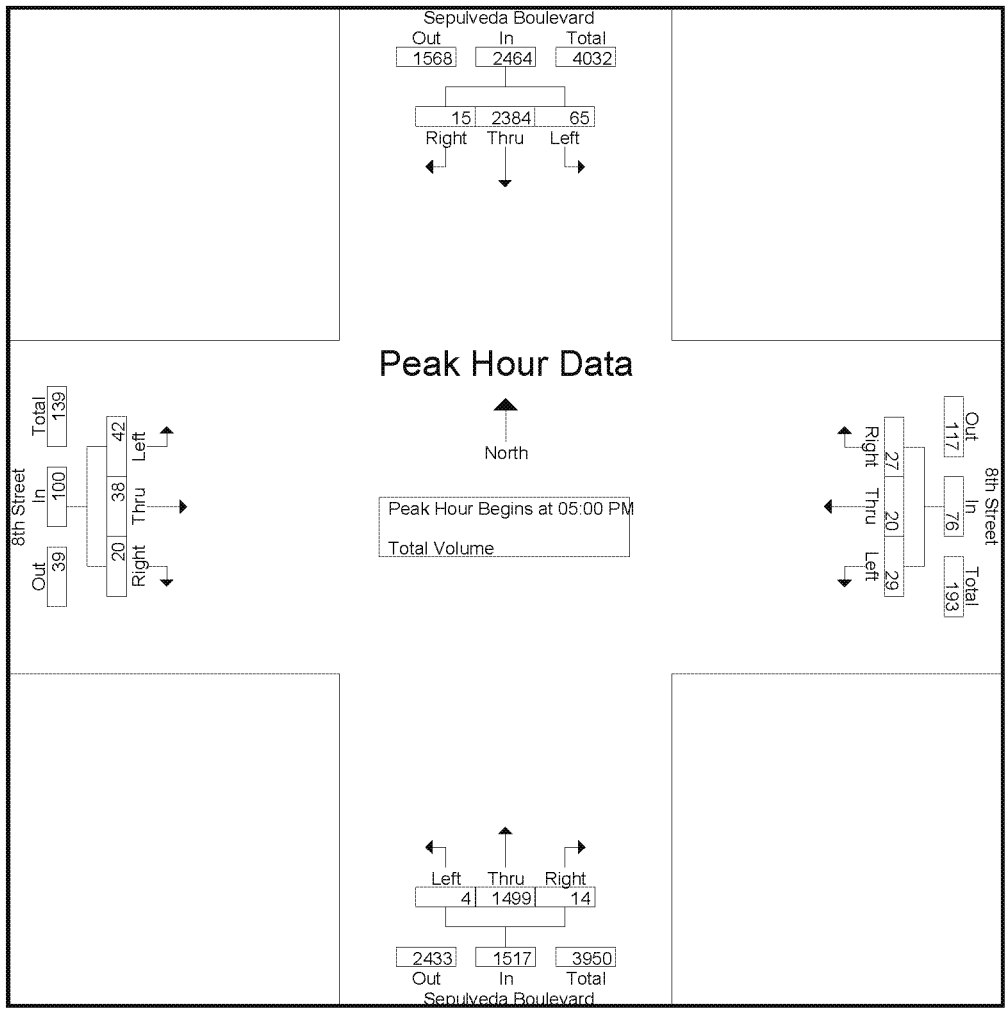
Weather: Clear

File Name : MHBSE8TPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	16	602	5	623	4	4	**14**	22	1	386	3	390	**16**	11	5	**32**
+15 mins.	14	551	**6**	571	**7**	**15**	9	**31**	2	351	5	358	12	8	**9**	29
+30 mins.	**20**	**616**	2	**638**	7	7	8	22	**3**	385	**7**	395	15	9	3	27
+45 mins.	15	615	2	632	3	11	10	24	1	**410**	3	**414**	9	**12**	8	29
Total Volume	65	2384	15	2464	21	37	41	99	7	1532	18	1557	52	40	25	117
% App. Total	2.6	96.8	0.6		21.2	37.4	41.4		0.4	98.4	1.2		44.4	34.2	21.4	
PHF	.813	.968	.625	.966	.750	.617	.732	.798	.583	.934	.643	.940	.813	.833	.694	.914

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City of Manhattan Beach
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E/W: 8th Street
Weather: Clear

File Name : MHBSE8TSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				8th Street Westbound				Sepulveda Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	22	334	4	360	8	8	6	22	1	425	10	436	3	5	4	12	830
12:45 PM	16	363	9	388	6	2	19	27	2	380	6	388	2	2	1	5	808
Total	38	697	13	748	14	10	25	49	3	805	16	824	5	7	5	17	1638
01:00 PM	12	334	8	354	4	6	6	16	3	410	5	418	4	11	1	16	804
01:15 PM	11	375	7	393	6	1	16	23	5	434	8	447	8	1	8	17	880
01:30 PM	11	347	6	364	7	3	8	18	5	380	7	392	6	2	3	11	785
01:45 PM	14	398	7	419	4	3	7	14	0	396	5	401	5	7	3	15	849
Total	48	1454	28	1530	21	13	37	71	13	1620	25	1658	23	21	15	59	3318
02:00 PM	14	387	9	410	3	6	10	19	4	391	3	398	9	7	4	20	847
02:15 PM	12	391	9	412	1	6	7	14	3	427	1	431	3	4	0	7	864
Grand Total	112	2929	59	3100	39	35	79	153	23	3243	45	3311	40	39	24	103	6667
Apprch %	3.6	94.5	1.9		25.5	22.9	51.6		0.7	97.9	1.4		38.8	37.9	23.3		
Total %	1.7	43.9	0.9	46.5	0.6	0.5	1.2	2.3	0.3	48.6	0.7	49.7	0.6	0.6	0.4	1.5	

	Sepulveda Boulevard Southbound				8th Street Westbound				Sepulveda Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	11	375	7	393	6	1	**16**	**23**	**5**	**434**	**8**	**447**	8	1	**8**	17	**880**
01:30 PM	11	347	6	364	**7**	3	8	18	5	380	7	392	6	2	3	11	785
01:45 PM	**14**	**398**	7	**419**	4	3	7	14	0	396	5	401	5	**7**	3	15	849
02:00 PM	14	387	**9**	410	3	**6**	10	19	4	391	3	398	**9**	7	4	**20**	847
Total Volume	50	1507	29	1586	20	13	41	74	14	1601	23	1638	28	17	18	63	3361
% App. Total	3.2	95	1.8		27	17.6	55.4		0.9	97.7	1.4		44.4	27	28.6		
PHF	.893	.947	.806	.946	.714	.542	.641	.804	.700	.922	.719	.916	.778	.607	.563	.788	.955

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City of Manhattan Beach
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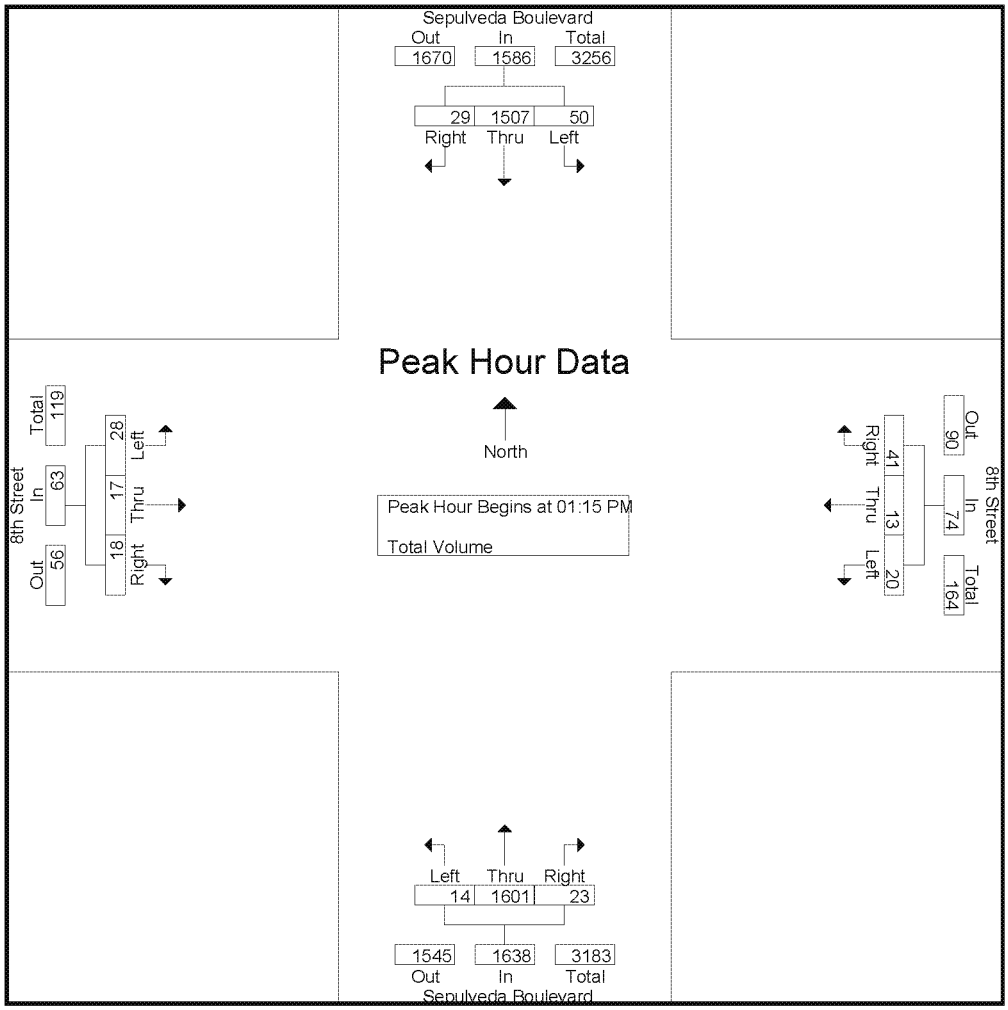
Weather: Clear

File Name : MHBSE8TSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				12:30 PM				12:30 PM				01:15 PM			
+0 mins.	11	347	6	364	**8**	**8**	6	22	1	425	**10**	436	8	1	**8**	17
+15 mins.	**14**	**398**	7	**419**	6	2	**19**	**27**	2	380	6	388	6	2	3	11
+30 mins.	14	387	**9**	410	4	6	6	16	3	410	5	418	5	**7**	3	15
+45 mins.	12	391	9	412	6	1	16	23	**5**	**434**	8	**447**	**9**	7	4	**20**
Total Volume	51	1523	31	1605	24	17	47	88	11	1649	29	1689	28	17	18	63
% App. Total	3.2	94.9	1.9		27.3	19.3	53.4		0.7	97.6	1.7		44.4	27	28.6	
PHF	.911	.957	.861	.958	.750	.531	.618	.815	.550	.950	.725	.945	.778	.607	.563	.788

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City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: 2nd Street
Weather: Clear

File Name : MHBSE2NPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				2nd Street Westbound				Sepulveda Boulevard Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	540	12	558	11	19	8	38	1	334	5	340	25	15	11	51	987
04:15 PM	9	540	12	561	10	13	5	28	9	354	5	368	22	16	17	55	1012
04:30 PM	10	560	7	577	5	15	17	37	5	332	5	342	20	19	18	57	1013
04:45 PM	6	580	7	593	4	14	14	32	5	339	3	347	22	21	16	59	1031
Total	31	2220	38	2289	30	61	44	135	20	1359	18	1397	89	71	62	222	4043
05:00 PM	5	566	4	575	8	20	10	38	2	346	7	355	33	34	23	90	1058
05:15 PM	2	555	15	572	11	18	9	38	2	376	5	383	22	22	10	54	1047
05:30 PM	3	576	9	588	5	13	9	27	3	329	6	338	29	20	9	58	1011
05:45 PM	1	603	9	613	5	13	11	29	6	314	4	324	20	18	15	53	1019
Total	11	2300	37	2348	29	64	39	132	13	1365	22	1400	104	94	57	255	4135
Grand Total	42	4520	75	4637	59	125	83	267	33	2724	40	2797	193	165	119	477	8178
Apprch %	0.9	97.5	1.6		22.1	46.8	31.1		1.2	97.4	1.4		40.5	34.6	24.9		
Total %	0.5	55.3	0.9	56.7	0.7	1.5	1	3.3	0.4	33.3	0.5	34.2	2.4	2	1.5	5.8	

	Sepulveda Boulevard Southbound				2nd Street Westbound				Sepulveda Boulevard Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**10**	560	7	577	5	15	**17**	37	**5**	332	5	342	20	19	18	57	1013
04:45 PM	6	**580**	7	**593**	4	14	14	32	5	339	3	347	22	21	16	59	1031
05:00 PM	5	566	4	575	8	**20**	10	**38**	2	346	**7**	355	**33**	**34**	**23**	**90**	**1058**
05:15 PM	2	555	**15**	572	**11**	18	9	38	2	**376**	5	**383**	22	22	10	54	1047
Total Volume	23	2261	33	2317	28	67	50	145	14	1393	20	1427	97	96	67	260	4149
% App. Total	1	97.6	1.4		19.3	46.2	34.5		1	97.6	1.4		37.3	36.9	25.8		
PHF	.575	.975	.550	.977	.636	.838	.735	.954	.700	.926	.714	.931	.735	.706	.728	.722	.980

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Weather: Clear

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Site Code : 10516271
Start Date : 5/12/2016
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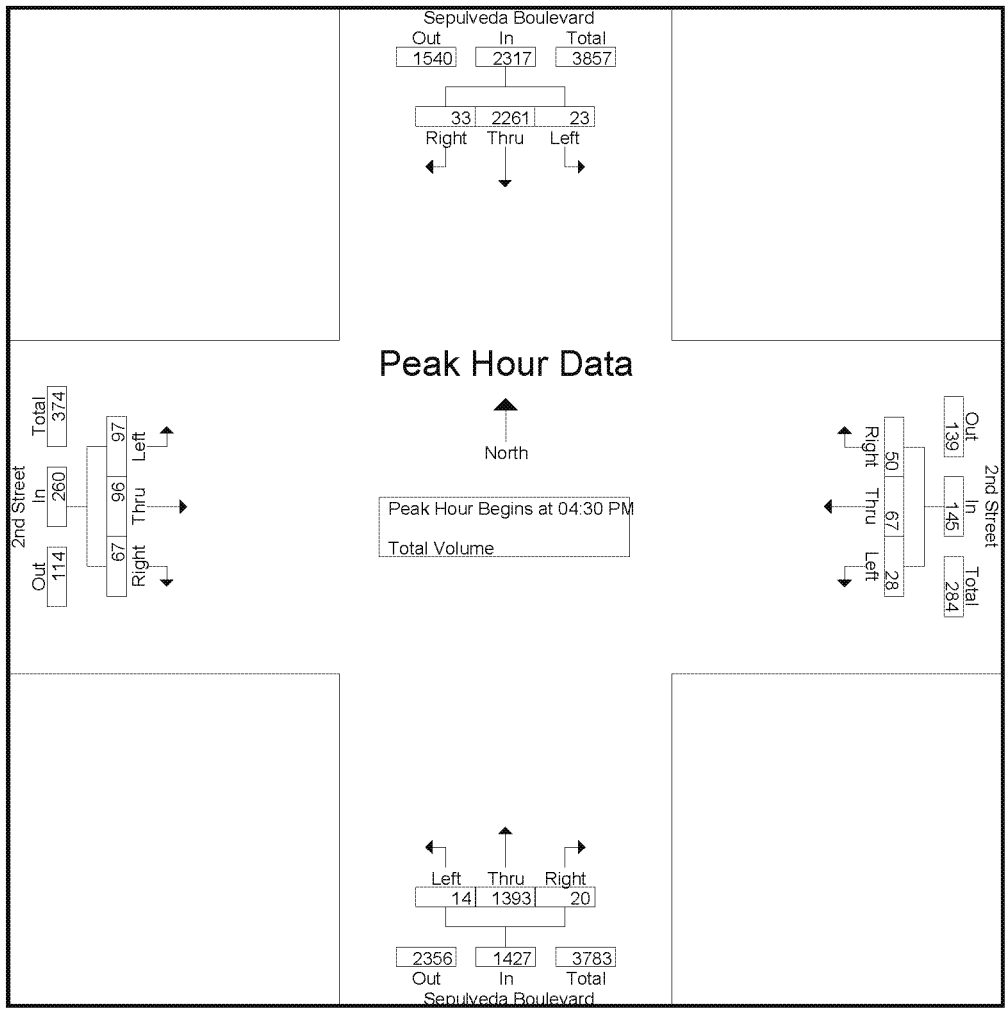

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:15 PM			
+0 mins.	**5**	566	4	575	5	15	**17**	37	**5**	332	5	342	22	16	17	55
+15 mins.	2	555	**15**	572	4	14	14	32	5	339	3	347	20	19	18	57
+30 mins.	3	576	9	588	8	**20**	10	**38**	2	346	**7**	355	22	21	16	59
+45 mins.	1	**603**	9	**613**	**11**	18	9	38	2	**376**	5	**383**	**33**	**34**	**23**	**90**
Total Volume	11	2300	37	2348	28	67	50	145	14	1393	20	1427	97	90	74	261
% App. Total	0.5	98	1.6		19.3	46.2	34.5		1	97.6	1.4		37.2	34.5	28.4	
PHF	.550	.954	.617	.958	.636	.838	.735	.954	.700	.926	.714	.931	.735	.662	.804	.725

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File Name : MHBSE2NSAT
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				2nd Street Westbound				Sepulveda Boulevard Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	6	346	13	365	7	7	22	36	7	433	3	443	10	13	10	33	877
12:45 PM	6	347	13	366	9	12	14	35	3	379	2	384	14	8	6	28	813
Total	12	693	26	731	16	19	36	71	10	812	5	827	24	21	16	61	1690
01:00 PM	7	334	19	360	7	10	13	30	3	429	8	440	10	16	6	32	862
01:15 PM	11	328	12	351	5	7	17	29	1	391	5	397	17	16	10	43	820
01:30 PM	7	356	10	373	9	15	11	35	3	381	6	390	10	11	3	24	822
01:45 PM	5	357	14	376	7	11	16	34	6	392	6	404	16	10	7	33	847
Total	30	1375	55	1460	28	43	57	128	13	1593	25	1631	53	53	26	132	3351
02:00 PM	8	343	16	367	4	8	11	23	4	379	9	392	26	13	7	46	828
02:15 PM	7	343	7	357	4	14	15	33	2	436	4	442	13	11	4	28	860
Grand Total	57	2754	104	2915	52	84	119	255	29	3220	43	3292	116	98	53	267	6729
Apprch %	2	94.5	3.6		20.4	32.9	46.7		0.9	97.8	1.3		43.4	36.7	19.9		
Total %	0.8	40.9	1.5	43.3	0.8	1.2	1.8	3.8	0.4	47.9	0.6	48.9	1.7	1.5	0.8	4	

	Sepulveda Boulevard Southbound				2nd Street Westbound				Sepulveda Boulevard Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	6	346	13	365	7	7	**22**	**36**	**7**	**433**	3	**443**	10	13	**10**	33	**877**
12:45 PM	6	**347**	13	**366**	**9**	**12**	14	35	3	379	2	384	14	8	6	28	813
01:00 PM	7	334	**19**	360	7	10	13	30	3	429	**8**	440	10	**16**	6	32	862
01:15 PM	**11**	328	12	351	5	7	17	29	1	391	5	397	**17**	16	10	**43**	820
Total Volume	30	1355	57	1442	28	36	66	130	14	1632	18	1664	51	53	32	136	3372
% App. Total	2.1	94	4		21.5	27.7	50.8		0.8	98.1	1.1		37.5	39	23.5		
PHF	.682	.976	.750	.985	.778	.750	.750	.903	.500	.942	.563	.939	.750	.828	.800	.791	.961

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File Name : MHBSE2NSAT
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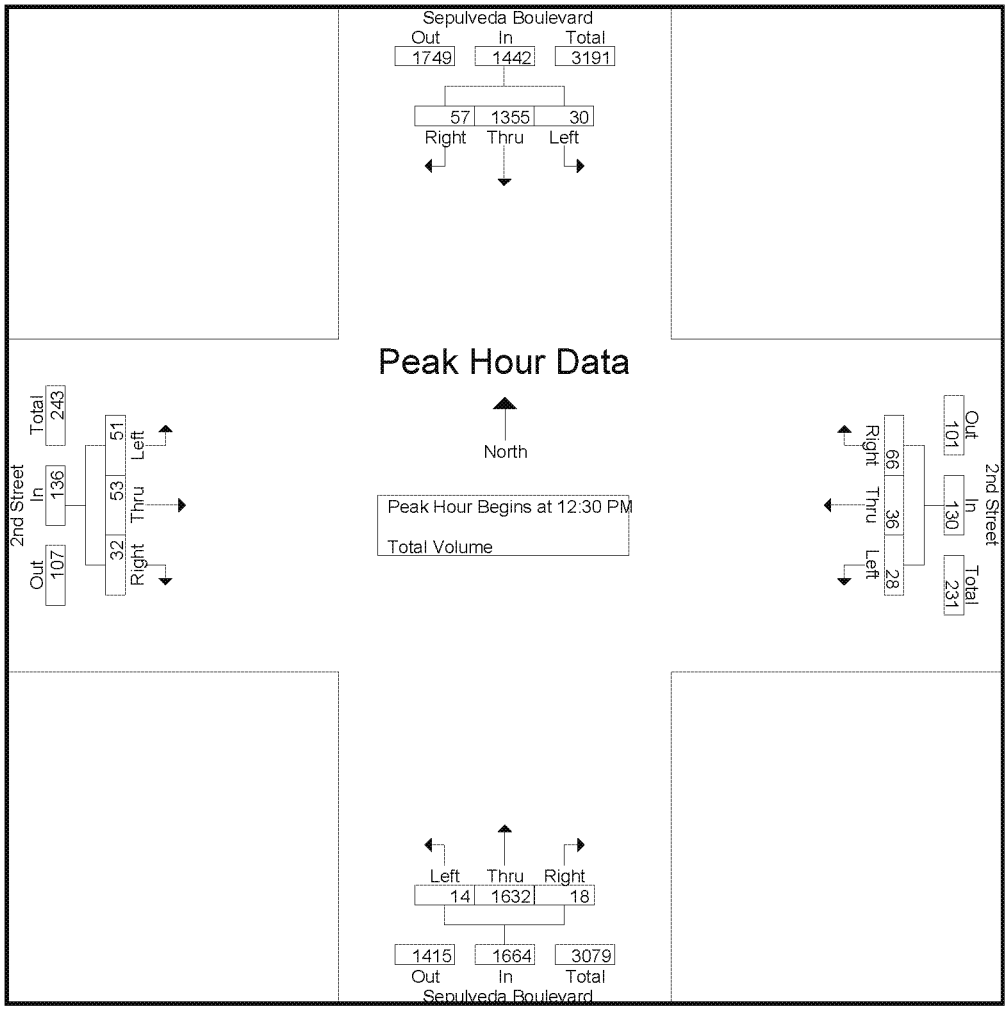

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				12:30 PM				12:30 PM				01:15 PM			
+0 mins.	7	356	10	373	7	7	**22**	**36**	**7**	**433**	3	**443**	17	**16**	**10**	43
+15 mins.	5	**357**	14	**376**	**9**	**12**	14	35	3	379	2	384	10	11	3	24
+30 mins.	**8**	343	**16**	367	7	10	13	30	3	429	**8**	440	16	10	7	33
+45 mins.	7	343	7	357	5	7	17	29	1	391	5	397	**26**	13	7	**46**
Total Volume	27	1399	47	1473	28	36	66	130	14	1632	18	1664	69	50	27	146
% App. Total	1.8	95	3.2		21.5	27.7	50.8		0.8	98.1	1.1		47.3	34.2	18.5	
PHF	.844	.980	.734	.979	.778	.750	.750	.903	.500	.942	.563	.939	.663	.781	.675	.793

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City of Manhattan Beach
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Weather: Clear

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Longfellow Drive Westbound				Sepulveda Boulevard Northbound				Longfellow Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	569	5	582	5	1	12	18	9	315	6	330	6	4	4	14	944
04:15 PM	11	609	5	625	6	8	13	27	4	364	5	373	2	6	3	11	1036
04:30 PM	14	580	4	598	11	5	12	28	6	332	3	341	9	2	7	18	985
04:45 PM	6	627	2	635	8	3	9	20	4	346	4	354	1	2	7	10	1019
Total	39	2385	16	2440	30	17	46	93	23	1357	18	1398	18	14	21	53	3984
05:00 PM	6	553	3	562	9	3	15	27	7	346	3	356	4	7	5	16	961
05:15 PM	1	604	3	608	2	0	7	9	10	389	7	406	2	4	1	7	1030
05:30 PM	5	551	3	559	7	5	9	21	13	331	3	347	3	5	10	18	945
05:45 PM	5	653	3	661	2	7	5	14	3	329	2	334	3	5	8	16	1025
Total	17	2361	12	2390	20	15	36	71	33	1395	15	1443	12	21	24	57	3961
Grand Total	56	4746	28	4830	50	32	82	164	56	2752	33	2841	30	35	45	110	7945
Apprch %	1.2	98.3	0.6		30.5	19.5	50		2	96.9	1.2		27.3	31.8	40.9		
Total %	0.7	59.7	0.4	60.8	0.6	0.4	1	2.1	0.7	34.6	0.4	35.8	0.4	0.4	0.6	1.4	

	Sepulveda Boulevard Southbound				Longfellow Drive Westbound				Sepulveda Boulevard Northbound				Longfellow Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	609	**5**	625	6	**8**	13	27	4	**364**	**5**	**373**	2	6	3	11	**1036**
04:30 PM	**14**	580	4	598	**11**	5	12	**28**	6	332	3	341	**9**	2	**7**	**18**	985
04:45 PM	6	**627**	2	**635**	8	3	9	20	4	346	4	354	1	2	7	10	1019
05:00 PM	6	553	3	562	9	3	**15**	27	**7**	346	3	356	4	**7**	5	16	961
Total Volume	37	2369	14	2420	34	19	49	102	21	1388	15	1424	16	17	22	55	4001
% App. Total	1.5	97.9	0.6		33.3	18.6	48		1.5	97.5	1.1		29.1	30.9	40		
PHF	.661	.945	.700	.953	.773	.594	.817	.911	.750	.953	.750	.954	.444	.607	.786	.764	.965

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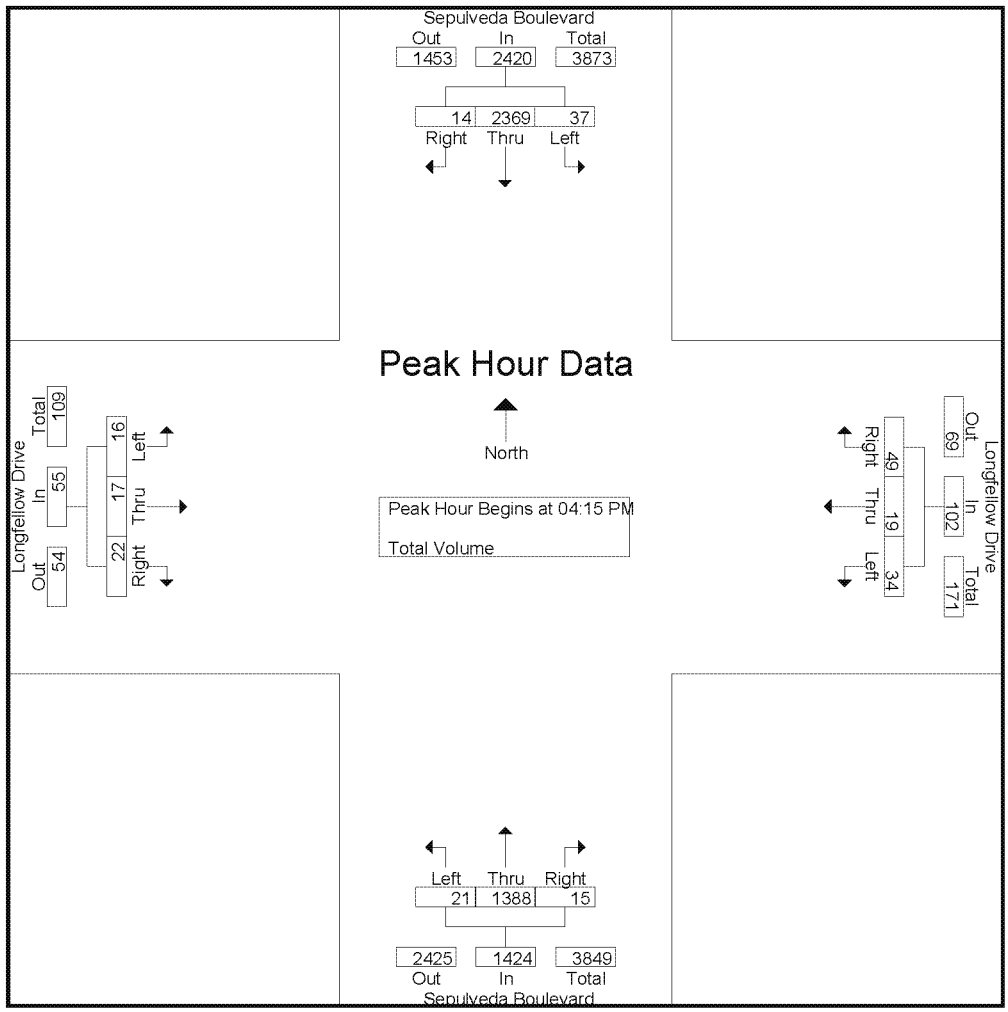

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	8	569	**5**	582	6	**8**	13	27	4	346	4	354	**4**	**7**	5	16
+15 mins.	11	609	5	625	**11**	5	12	**28**	7	346	3	356	2	4	1	7
+30 mins.	**14**	580	4	598	8	3	9	20	10	**389**	**7**	**406**	3	5	**10**	**18**
+45 mins.	6	**627**	2	**635**	9	3	**15**	27	**13**	331	3	347	3	5	8	16
Total Volume	39	2385	16	2440	34	19	49	102	34	1412	17	1463	12	21	24	57
% App. Total	1.6	97.7	0.7		33.3	18.6	48		2.3	96.5	1.2		21.1	36.8	42.1	
PHF	.696	.951	.800	.961	.773	.594	.817	.911	.654	.907	.607	.901	.750	.750	.600	.792

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File Name : MHBSELOSAT
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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Longfellow Drive Westbound				Sepulveda Boulevard Northbound				Longfellow Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:15 PM	0	364	2	366	3	1	8	12	3	418	4	425	5	1	3	9	812
12:30 PM	5	373	6	384	4	2	5	11	0	435	2	437	1	0	6	7	839
12:45 PM	4	338	2	344	2	0	4	6	3	392	4	399	3	0	4	7	756
Total	9	1075	10	1094	9	3	17	29	6	1245	10	1261	9	1	13	23	2407
01:00 PM	3	361	3	367	3	2	7	12	5	462	3	470	1	1	5	7	856
01:15 PM	8	357	2	367	1	0	5	6	5	371	3	379	2	0	2	4	756
01:30 PM	2	352	4	358	4	3	6	13	5	365	2	372	0	2	3	5	748
01:45 PM	7	383	3	393	1	0	4	5	4	418	0	422	0	1	2	3	823
Total	20	1453	12	1485	9	5	22	36	19	1616	8	1643	3	4	12	19	3183
02:00 PM	7	343	0	350	4	2	5	11	1	389	1	391	0	2	3	5	757
02:15 PM	3	350	6	359	2	1	8	11	4	401	3	408	3	1	5	9	787
Grand Total	39	3221	28	3288	24	11	52	87	30	3651	22	3703	15	8	33	56	7134
Apprch %	1.2	98	0.9		27.6	12.6	59.8		0.8	98.6	0.6		26.8	14.3	58.9		
Total %	0.5	45.1	0.4	46.1	0.3	0.2	0.7	1.2	0.4	51.2	0.3	51.9	0.2	0.1	0.5	0.8	

	Sepulveda Boulevard Southbound				Longfellow Drive Westbound				Sepulveda Boulevard Northbound				Longfellow Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	5	**373**	**6**	**384**	**4**	**2**	5	11	0	435	2	437	1	0	**6**	**7**	839
12:45 PM	4	338	2	344	2	0	4	6	3	392	**4**	399	**3**	0	4	7	756
01:00 PM	3	361	3	367	3	2	**7**	**12**	**5**	**462**	3	**470**	1	**1**	5	7	**856**
01:15 PM	**8**	357	2	367	1	0	5	6	5	371	3	379	2	0	2	4	756
Total Volume	20	1429	13	1462	10	4	21	35	13	1660	12	1685	7	1	17	25	3207
% App. Total	1.4	97.7	0.9		28.6	11.4	60		0.8	98.5	0.7		28	4	68		
PHF	.625	.958	.542	.952	.625	.500	.750	.729	.650	.898	.750	.896	.583	.250	.708	.893	.937

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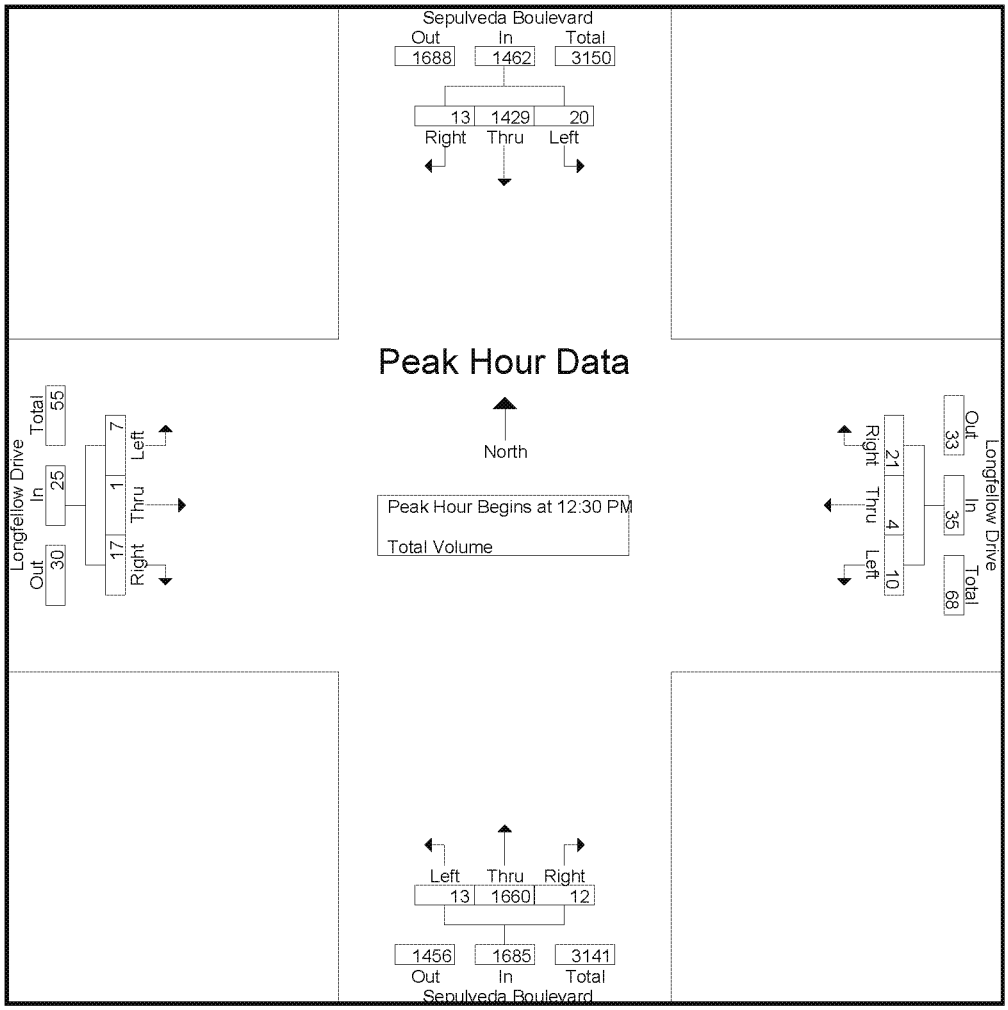

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				01:30 PM				12:30 PM				12:30 PM			
+0 mins.	3	361	3	367	**4**	**3**	6	**13**	0	435	2	437	1	0	**6**	**7**
+15 mins.	**8**	357	2	367	1	0	4	5	3	392	**4**	399	**3**	0	4	7
+30 mins.	2	352	**4**	358	4	2	5	11	**5**	**462**	3	**470**	1	**1**	5	7
+45 mins.	7	**383**	3	**393**	2	1	**8**	11	5	371	3	379	2	0	2	4
Total Volume	20	1453	12	1485	11	6	23	40	13	1660	12	1685	7	1	17	25
% App. Total	1.3	97.8	0.8		27.5	15	57.5		0.8	98.5	0.7		28	4	68	
PHF	.625	.948	.750	.945	.688	.500	.719	.769	.650	.898	.750	.896	.583	.250	.708	.893

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Weather: Clear

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Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Artesia Boulevard Westbound				Sepulveda Boulevard Northbound				Gould Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	104	430	17	551	55	83	62	200	13	257	69	339	13	107	13	133	1223
04:15 PM	127	493	27	647	57	79	87	223	12	262	70	344	24	93	23	140	1354
04:30 PM	86	479	14	579	66	103	69	238	21	248	67	336	21	120	13	154	1307
04:45 PM	135	512	28	675	61	98	91	250	11	233	70	314	18	87	25	130	1369
Total	452	1914	86	2452	239	363	309	911	57	1000	276	1333	76	407	74	557	5253
05:00 PM	102	429	25	556	69	111	99	279	15	222	91	328	26	103	23	152	1315
05:15 PM	137	456	19	612	57	77	104	238	10	286	79	375	19	97	18	134	1359
05:30 PM	97	430	16	543	77	107	75	259	38	259	83	380	32	105	11	148	1330
05:45 PM	144	470	20	634	54	91	74	219	13	244	76	333	31	73	15	119	1305
Total	480	1785	80	2345	257	386	352	995	76	1011	329	1416	108	378	67	553	5309
Grand Total	932	3699	166	4797	496	749	661	1906	133	2011	605	2749	184	785	141	1110	10562
Apprch %	19.4	77.1	3.5		26	39.3	34.7		4.8	73.2	22		16.6	70.7	12.7		
Total %	8.8	35	1.6	45.4	4.7	7.1	6.3	18	1.3	19	5.7	26	1.7	7.4	1.3	10.5	

	Sepulveda Boulevard Southbound				Artesia Boulevard Westbound				Sepulveda Boulevard Northbound				Gould Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	135	**512**	**28**	**675**	61	98	91	250	11	233	70	314	18	87	**25**	130	**1369**
05:00 PM	102	429	25	556	69	**111**	99	**279**	15	222	**91**	328	26	103	23	**152**	1315
05:15 PM	**137**	456	19	612	57	77	**104**	238	10	**286**	79	375	19	97	18	134	1359
05:30 PM	97	430	16	543	**77**	107	75	259	**38**	259	83	**380**	**32**	**105**	11	148	1330
Total Volume	471	1827	88	2386	264	393	369	1026	74	1000	323	1397	95	392	77	564	5373
% App. Total	19.7	76.6	3.7		25.7	38.3	36		5.3	71.6	23.1		16.8	69.5	13.7		
PHF	.859	.892	.786	.884	.857	.885	.887	.919	.487	.874	.887	.919	.742	.933	.770	.928	.981

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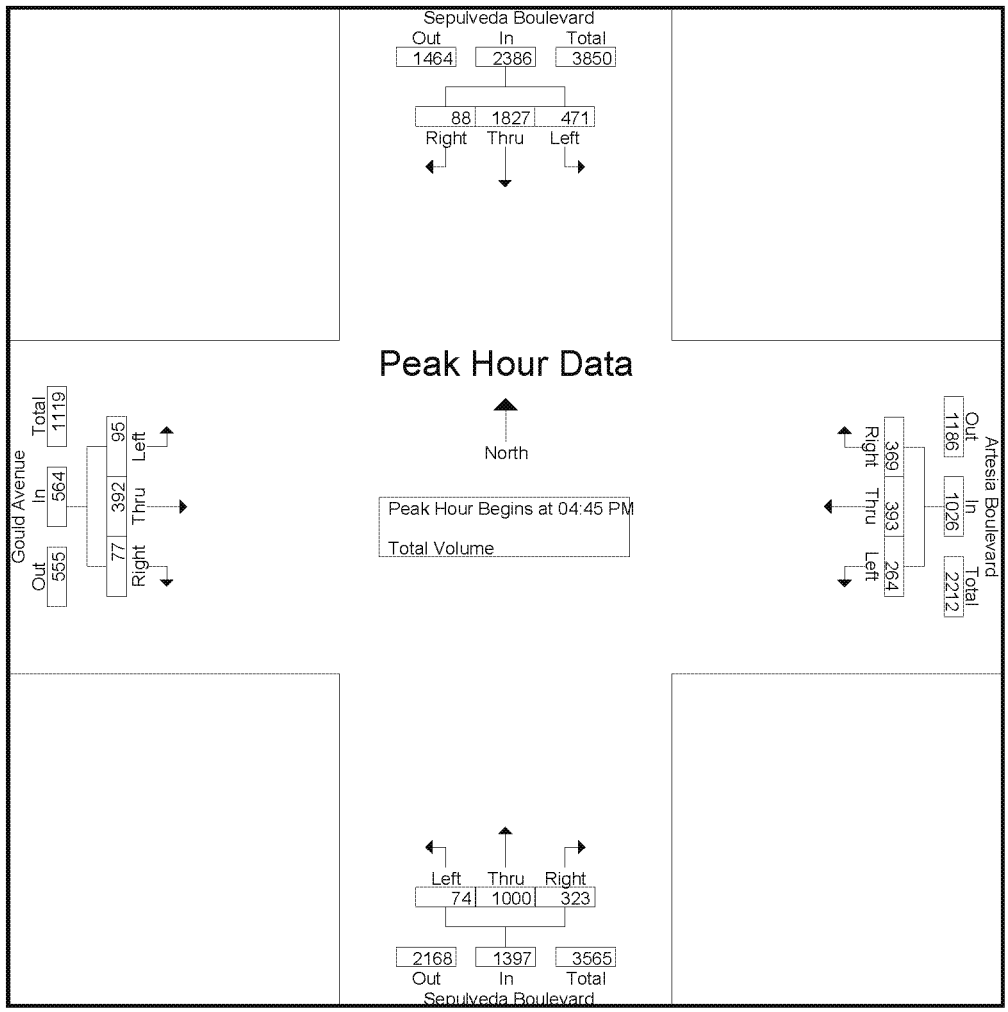
City of Manhattan Beach
N/S: Sepulveda Boulevard
E/W: Gould Avenue/Artesia Boulevard
Weather: Clear

File Name : MHBSEGOPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				04:15 PM			
+0 mins.	127	493	27	647	61	98	91	250	15	222	**91**	328	24	93	23	140
+15 mins.	86	479	14	579	69	**111**	99	**279**	10	**286**	79	375	21	**120**	13	**154**
+30 mins.	**135**	**512**	**28**	**675**	57	77	**104**	238	**38**	259	83	**380**	18	87	**25**	130
+45 mins.	102	429	25	556	**77**	107	75	259	13	244	76	333	**26**	103	23	152
Total Volume	450	1913	94	2457	264	393	369	1026	76	1011	329	1416	89	403	84	576
% App. Total	18.3	77.9	3.8		25.7	38.3	36		5.4	71.4	23.2		15.5	70	14.6	
PHF	.833	.934	.839	.910	.857	.885	.887	.919	.500	.884	.904	.932	.856	.840	.840	.935

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City of Manhattan Beach
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Weather: Clear

File Name : MHBSEGOSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Sepulveda Boulevard Southbound				Artesia Boulevard Westbound				Sepulveda Boulevard Northbound				Gould Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	82	262	33	377	68	88	86	242	12	303	41	356	18	81	16	115	1090
12:45 PM	69	228	20	317	58	85	115	258	8	287	48	343	13	80	26	119	1037
Total	151	490	53	694	126	173	201	500	20	590	89	699	31	161	42	234	2127
01:00 PM	87	271	22	380	72	89	85	246	7	315	67	389	27	71	12	110	1125
01:15 PM	72	227	24	323	82	91	81	254	17	247	68	332	20	70	16	106	1015
01:30 PM	65	256	28	349	46	79	73	198	10	293	67	370	19	74	16	109	1026
01:45 PM	77	256	22	355	80	98	73	251	5	265	51	321	19	86	19	124	1051
Total	301	1010	96	1407	280	357	312	949	39	1120	253	1412	85	301	63	449	4217
02:00 PM	73	260	35	368	61	64	97	222	11	288	49	348	24	57	15	96	1034
02:15 PM	70	239	27	336	64	78	66	208	10	285	63	358	19	52	18	89	991
Grand Total	595	1999	211	2805	531	672	676	1879	80	2283	454	2817	159	571	138	868	8369
Apprch %	21.2	71.3	7.5		28.3	35.8	36		2.8	81	16.1		18.3	65.8	15.9		
Total %	7.1	23.9	2.5	33.5	6.3	8	8.1	22.5	1	27.3	5.4	33.7	1.9	6.8	1.6	10.4	

	Sepulveda Boulevard Southbound				Artesia Boulevard Westbound				Sepulveda Boulevard Northbound				Gould Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	82	262	**33**	377	68	88	86	242	12	303	41	356	18	**81**	16	115	1090
12:45 PM	69	228	20	317	58	85	**115**	**258**	8	287	48	343	13	80	**26**	**119**	1037
01:00 PM	**87**	**271**	22	**380**	72	89	85	246	7	**315**	67	**389**	**27**	71	12	110	**1125**
01:15 PM	72	227	24	323	**82**	**91**	81	254	**17**	247	**68**	332	20	70	16	106	1015
Total Volume	310	988	99	1397	280	353	367	1000	44	1152	224	1420	78	302	70	450	4267
% App. Total	22.2	70.7	7.1		28	35.3	36.7		3.1	81.1	15.8		17.3	67.1	15.6		
PHF	.891	.911	.750	.919	.854	.970	.798	.969	.647	.914	.824	.913	.722	.932	.673	.945	.948

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City of Manhattan Beach
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File Name : MHBSEGOSAT
Site Code : 10516271
Start Date : 5/14/2016
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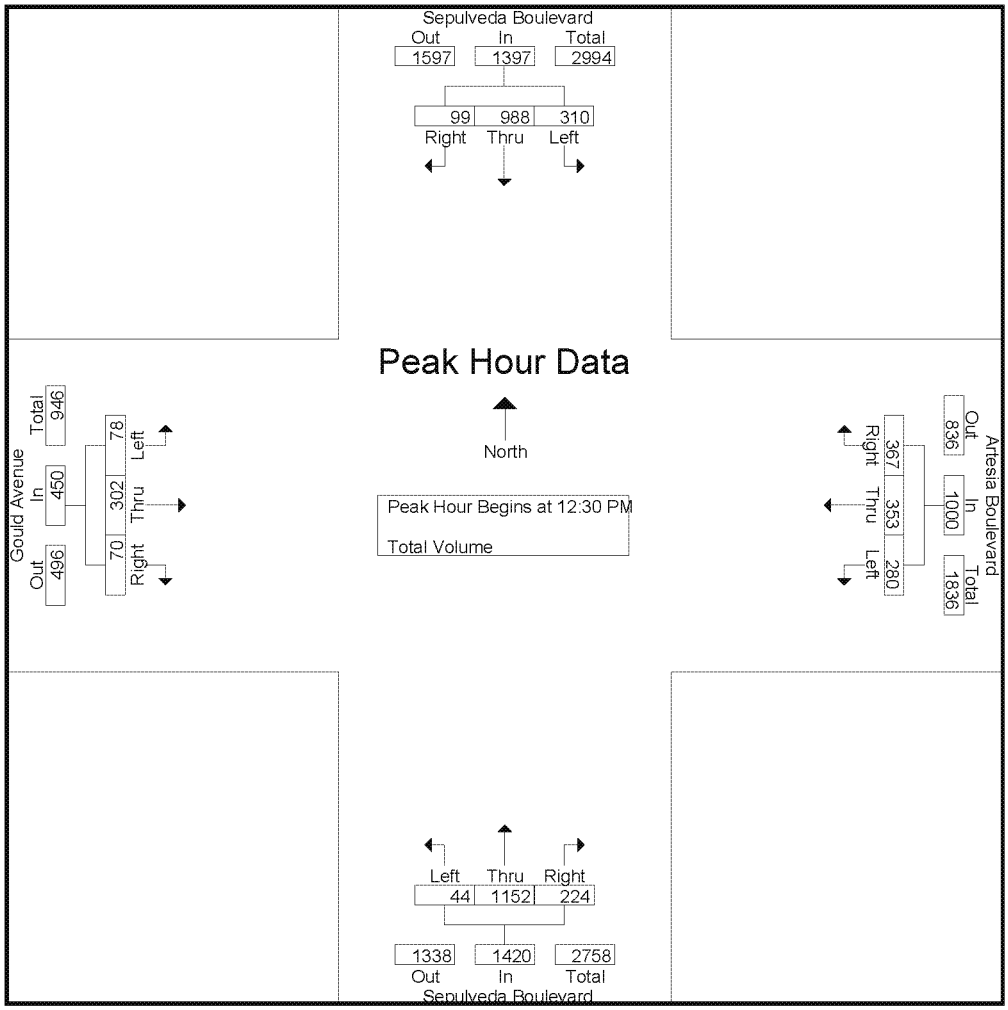

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				12:30 PM				12:45 PM				12:30 PM			
+0 mins.	65	256	28	349	68	88	86	242	8	287	48	343	18	**81**	16	115
+15 mins.	**77**	256	22	355	58	85	**115**	**258**	7	**315**	67	**389**	13	80	**26**	**119**
+30 mins.	73	**260**	**35**	**368**	72	89	85	246	**17**	247	**68**	332	**27**	71	12	110
+45 mins.	70	239	27	336	**82**	**91**	81	254	10	293	67	370	20	70	16	106
Total Volume	285	1011	112	1408	280	353	367	1000	42	1142	250	1434	78	302	70	450
% App. Total	20.2	71.8	8		28	35.3	36.7		2.9	79.6	17.4		17.3	67.1	15.6	
PHF	.925	.972	.800	.957	.854	.970	.798	.969	.618	.906	.919	.922	.722	.932	.673	.945

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City of El Segundo
N/S: Continental Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGCOELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Continental Boulevard Southbound				El Segundo Boulevard Westbound				Continental Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	88	2	20	110	6	193	16	215	14	22	30	66	9	185	1	195	586
04:15 PM	60	5	14	79	6	192	17	215	8	22	29	59	5	202	0	207	560
04:30 PM	90	4	11	105	9	187	24	220	8	19	30	57	5	281	0	286	668
04:45 PM	59	2	10	71	5	207	29	241	15	8	32	55	6	210	2	218	585
Total	297	13	55	365	26	779	86	891	45	71	121	237	25	878	3	906	2399
05:00 PM	60	6	19	85	9	182	20	211	11	13	40	64	4	276	1	281	641
05:15 PM	78	4	21	103	4	211	20	235	11	16	16	43	7	242	2	251	632
05:30 PM	83	5	26	114	6	200	5	211	22	16	33	71	6	183	1	190	586
05:45 PM	73	1	21	95	15	204	10	229	10	12	45	67	5	203	2	210	601
Total	294	16	87	397	34	797	55	886	54	57	134	245	22	904	6	932	2460
Grand Total	591	29	142	762	60	1576	141	1777	99	128	255	482	47	1782	9	1838	4859
Apprch %	77.6	3.8	18.6		3.4	88.7	7.9		20.5	26.6	52.9		2.6	97	0.5		
Total %	12.2	0.6	2.9	15.7	1.2	32.4	2.9	36.6	2	2.6	5.2	9.9	1	36.7	0.2	37.8	

	Continental Boulevard Southbound				El Segundo Boulevard Westbound				Continental Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**90**	4	11	**105**	**9**	187	24	220	8	**19**	30	57	5	**281**	0	**286**	**668**
04:45 PM	59	2	10	71	5	207	**29**	**241**	**15**	8	32	55	6	210	**2**	218	585
05:00 PM	60	**6**	19	85	9	182	20	211	11	13	**40**	**64**	4	276	1	281	641
05:15 PM	78	4	**21**	103	4	**211**	20	235	11	16	16	43	**7**	242	2	251	632
Total Volume	287	16	61	364	27	787	93	907	45	56	118	219	22	1009	5	1036	2526
% App. Total	78.8	4.4	16.8		3	86.8	10.3		20.5	25.6	53.9		2.1	97.4	0.5		
PHF	.797	.667	.726	.867	.750	.932	.802	.941	.750	.737	.738	.855	.786	.898	.625	.906	.945

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City of El Segundo
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File Name : ESGCOELPM
Site Code : 10516271
Start Date : 5/12/2016
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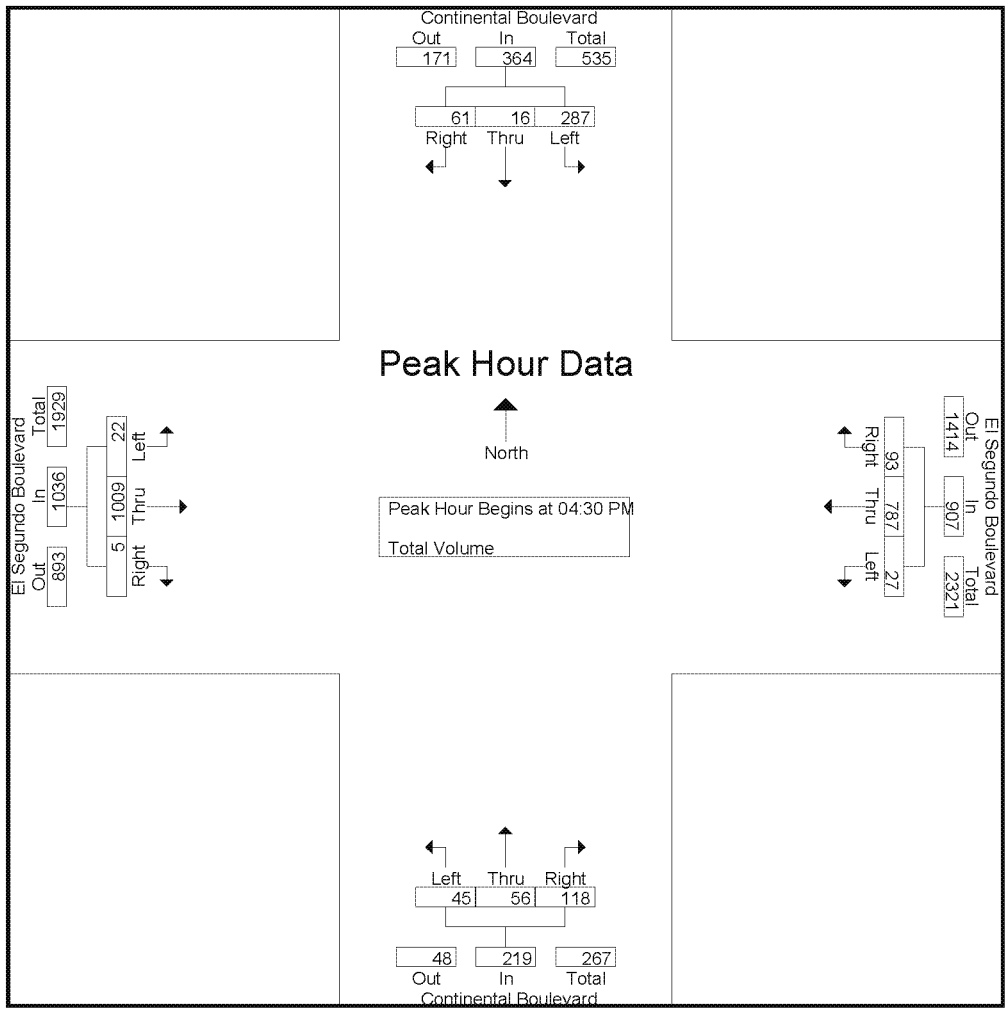

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	60	**6**	19	85	**9**	187	24	220	11	13	40	64	5	**281**	0	**286**
+15 mins.	78	4	21	103	5	207	**29**	**241**	11	**16**	16	43	6	210	**2**	218
+30 mins.	**83**	5	**26**	**114**	9	182	20	211	**22**	16	33	**71**	4	276	1	281
+45 mins.	73	1	21	95	4	**211**	20	235	10	12	**45**	67	**7**	242	2	251
Total Volume	294	16	87	397	27	787	93	907	54	57	134	245	22	1009	5	1036
% App. Total	74.1	4	21.9		3	86.8	10.3		22	23.3	54.7		2.1	97.4	0.5	
PHF	.886	.667	.837	.871	.750	.932	.802	.941	.614	.891	.744	.863	.786	.898	.625	.906

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City of El Segundo
N/S: Continental Boulevard
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Weather: Clear

File Name : ESGCOELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Continental Boulevard Southbound				El Segundo Boulevard Westbound				Continental Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	5	1	1	7	4	113	6	123	2	1	3	6	2	126	0	128	264
12:45 PM	11	1	3	15	0	148	6	154	1	1	5	7	1	123	1	125	301
Total	16	2	4	22	4	261	12	277	3	2	8	13	3	249	1	253	565
01:00 PM	3	1	2	6	1	130	6	137	1	1	4	6	0	109	2	111	260
01:15 PM	12	3	5	20	6	133	5	144	0	0	2	2	2	133	2	137	303
01:30 PM	13	2	2	17	5	146	7	158	2	0	6	8	1	209	1	211	394
01:45 PM	11	1	0	12	5	148	11	164	1	0	2	3	6	153	1	160	339
Total	39	7	9	55	17	557	29	603	4	1	14	19	9	604	6	619	1296
02:00 PM	11	1	0	12	3	137	11	151	0	0	7	7	1	146	0	147	317
02:15 PM	7	0	2	9	7	127	10	144	3	0	6	9	0	117	2	119	281
Grand Total	73	10	15	98	31	1082	62	1175	10	3	35	48	13	1116	9	1138	2459
Apprch %	74.5	10.2	15.3		2.6	92.1	5.3		20.8	6.2	72.9		1.1	98.1	0.8		
Total %	3	0.4	0.6	4	1.3	44	2.5	47.8	0.4	0.1	1.4	2	0.5	45.4	0.4	46.3	

	Continental Boulevard Southbound				El Segundo Boulevard Westbound				Continental Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	12	**3**	**5**	**20**	**6**	133	5	144	0	0	2	2	2	133	**2**	137	303
01:30 PM	**13**	2	2	17	5	146	7	158	**2**	0	6	**8**	1	**209**	1	**211**	**394**
01:45 PM	11	1	0	12	5	**148**	**11**	**164**	1	0	2	3	**6**	153	1	160	339
02:00 PM	11	1	0	12	3	137	11	151	0	0	**7**	7	1	146	0	147	317
Total Volume	47	7	7	61	19	564	34	617	3	0	17	20	10	641	4	655	1353
% App. Total	77	11.5	11.5		3.1	91.4	5.5		15	0	85		1.5	97.9	0.6		
PHF	.904	.583	.350	.763	.792	.953	.773	.941	.375	.000	.607	.625	.417	.767	.500	.776	.859

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City of El Segundo
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Weather: Clear

File Name : ESGCOELSAT
Site Code : 10516271
Start Date : 5/14/2016
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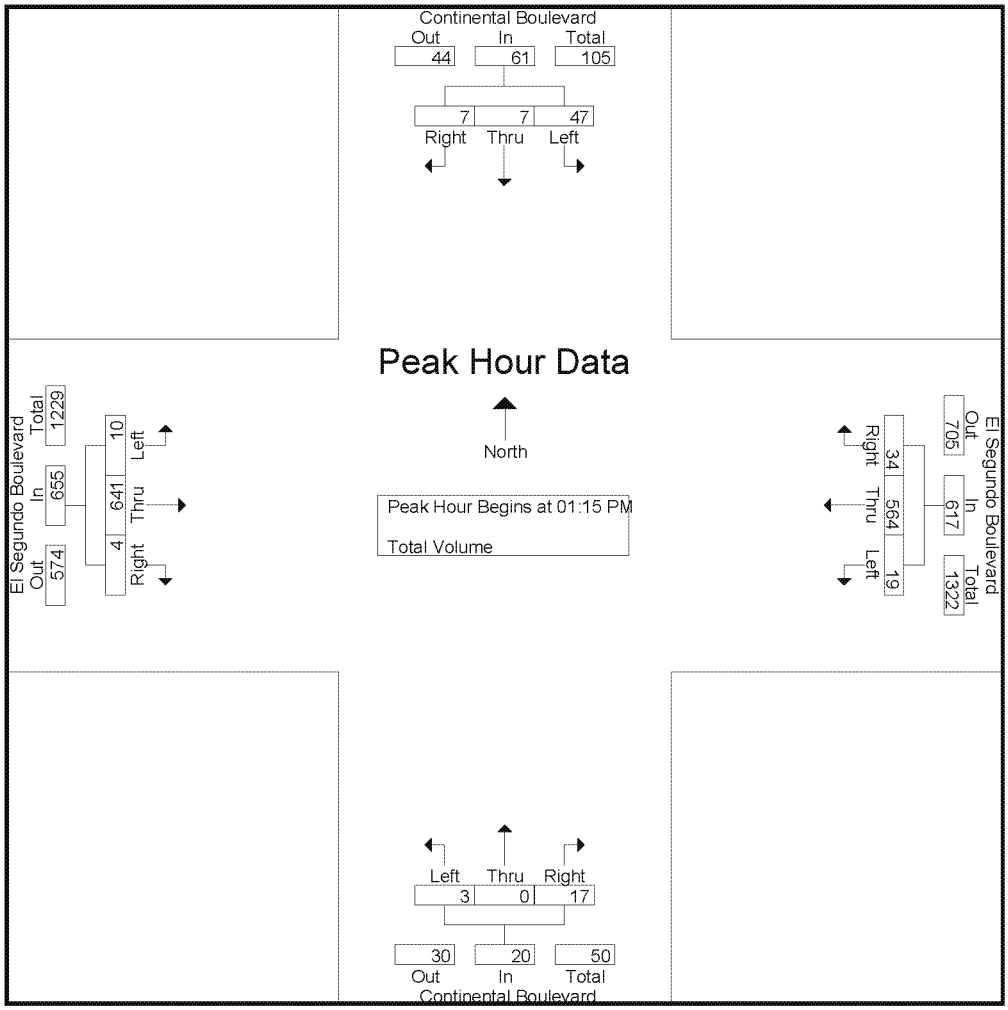

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				01:15 PM				01:30 PM				01:15 PM			
+0 mins.	12	**3**	**5**	**20**	**6**	133	5	144	2	0	6	8	2	133	**2**	137
+15 mins.	**13**	2	2	17	5	146	7	158	1	0	2	3	1	**209**	1	**211**
+30 mins.	11	1	0	12	5	**148**	**11**	**164**	0	0	**7**	7	**6**	153	1	160
+45 mins.	11	1	0	12	3	137	11	151	**3**	0	6	**9**	1	146	0	147
Total Volume	47	7	7	61	19	564	34	617	6	0	21	27	10	641	4	655
% App. Total	77	11.5	11.5		3.1	91.4	5.5		22.2	0	77.8		1.5	97.9	0.6	
PHF	.904	.583	.350	.763	.792	.953	.773	.941	.500	.000	.750	.750	.417	.767	.500	.776

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City of El Segundo
N/S: Nash Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGNAELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Nash Street Southbound				El Segundo Boulevard Westbound				Nash Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	106	5	14	125	3	202	24	229	2	13	19	34	13	299	2	314	702
04:15 PM	110	5	19	134	0	177	28	205	2	10	26	38	15	283	0	298	675
04:30 PM	114	3	17	134	0	187	28	215	2	21	32	55	17	369	0	386	790
04:45 PM	126	8	17	151	1	214	33	248	0	7	29	36	14	286	3	303	738
Total	456	21	67	544	4	780	113	897	6	51	106	163	59	1237	5	1301	2905
05:00 PM	125	10	16	151	2	175	17	194	1	6	26	33	13	346	0	359	737
05:15 PM	116	3	30	149	3	191	30	224	3	7	24	34	11	341	0	352	759
05:30 PM	116	3	21	140	1	170	32	203	4	9	37	50	12	298	3	313	706
05:45 PM	127	4	19	150	0	191	29	220	1	4	28	33	16	299	0	315	718
Total	484	20	86	590	6	727	108	841	9	26	115	150	52	1284	3	1339	2920
Grand Total	940	41	153	1134	10	1507	221	1738	15	77	221	313	111	2521	8	2640	5825
Apprch %	82.9	3.6	13.5		0.6	86.7	12.7		4.8	24.6	70.6		4.2	95.5	0.3		
Total %	16.1	0.7	2.6	19.5	0.2	25.9	3.8	29.8	0.3	1.3	3.8	5.4	1.9	43.3	0.1	45.3	

	Nash Street Southbound				El Segundo Boulevard Westbound				Nash Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	114	3	17	134	0	187	28	215	2	**21**	**32**	**55**	**17**	**369**	0	**386**	**790**
04:45 PM	**126**	8	17	**151**	1	**214**	**33**	**248**	0	7	29	36	14	286	**3**	303	738
05:00 PM	125	**10**	16	151	2	175	17	194	1	6	26	33	13	346	0	359	737
05:15 PM	116	3	**30**	149	**3**	191	30	224	**3**	7	24	34	11	341	0	352	759
Total Volume	481	24	80	585	6	767	108	881	6	41	111	158	55	1342	3	1400	3024
% App. Total	82.2	4.1	13.7		0.7	87.1	12.3		3.8	25.9	70.3		3.9	95.9	0.2		
PHF	.954	.600	.667	.969	.500	.896	.818	.888	.500	.488	.867	.718	.809	.909	.250	.907	.957

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City of El Segundo
N/S: Nash Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGNAELPM
Site Code : 10516271
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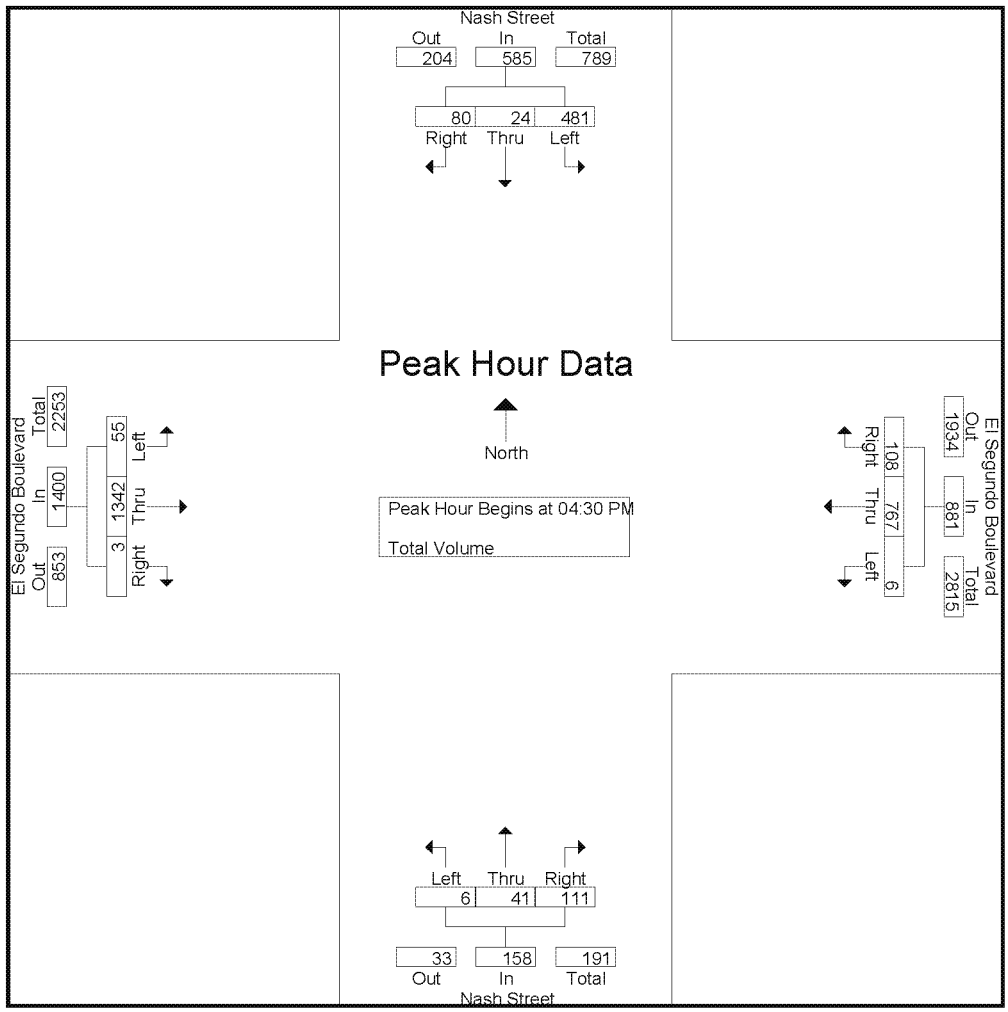

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**126**	8	17	**151**	**3**	202	24	229	**2**	13	19	34	**17**	**369**	0	**386**
+15 mins.	125	**10**	16	151	0	177	28	205	2	10	26	38	14	286	**3**	303
+30 mins.	116	3	**30**	149	0	187	28	215	2	**21**	**32**	**55**	13	346	0	359
+45 mins.	116	3	21	140	1	**214**	**33**	**248**	0	7	29	36	11	341	0	352
Total Volume	483	24	84	591	4	780	113	897	6	51	106	163	55	1342	3	1400
% App. Total	81.7	4.1	14.2		0.4	87	12.6		3.7	31.3	65		3.9	95.9	0.2	
PHF	.958	.600	.700	.978	.333	.911	.856	.904	.750	.607	.828	.741	.809	.909	.250	.907

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City of El Segundo
N/S: Nash Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGNAELSAT
Site Code : 10516271
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Groups Printed- Total Volume

	Nash Street Southbound				El Segundo Boulevard Westbound				Nash Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	24	2	10	36	0	116	15	131	0	0	0	0	7	132	0	139	306
12:45 PM	33	0	21	54	0	138	29	167	0	0	0	0	7	134	0	141	362
Total	57	2	31	90	0	254	44	298	0	0	0	0	14	266	0	280	668
01:00 PM	25	0	11	36	0	127	23	150	0	0	0	0	10	111	0	121	307
01:15 PM	36	0	9	45	0	133	30	163	0	0	0	0	14	131	0	145	353
01:30 PM	36	0	9	45	0	146	14	160	0	0	1	1	10	202	1	213	419
01:45 PM	27	0	11	38	0	155	16	171	0	0	1	1	12	148	0	160	370
Total	124	0	40	164	0	561	83	644	0	0	2	2	46	592	1	639	1449
02:00 PM	24	0	7	31	0	158	11	169	0	0	2	2	11	158	2	171	373
02:15 PM	22	0	7	29	0	132	20	152	0	0	0	0	8	134	0	142	323
Grand Total	227	2	85	314	0	1105	158	1263	0	0	4	4	79	1150	3	1232	2813
Apprch %	72.3	0.6	27.1		0	87.5	12.5		0	0	100		6.4	93.3	0.2		
Total %	8.1	0.1	3	11.2	0	39.3	5.6	44.9	0	0	0.1	0.1	2.8	40.9	0.1	43.8	

	Nash Street Southbound				El Segundo Boulevard Westbound				Nash Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**36**	0	9	**45**	0	133	**30**	163	0	0	0	0	**14**	131	0	145	353
01:30 PM	36	0	9	45	0	146	14	160	0	0	1	1	10	**202**	1	**213**	**419**
01:45 PM	27	0	**11**	38	0	155	16	**171**	0	0	1	1	12	148	0	160	370
02:00 PM	24	0	7	31	0	**158**	11	169	0	0	**2**	**2**	11	158	**2**	171	373
Total Volume	123	0	36	159	0	592	71	663	0	0	4	4	47	639	3	689	1515
% App. Total	77.4	0	22.6		0	89.3	10.7		0	0	100		6.8	92.7	0.4		
PHF	.854	.000	.818	.883	.000	.937	.592	.969	.000	.000	.500	.500	.839	.791	.375	.809	.904

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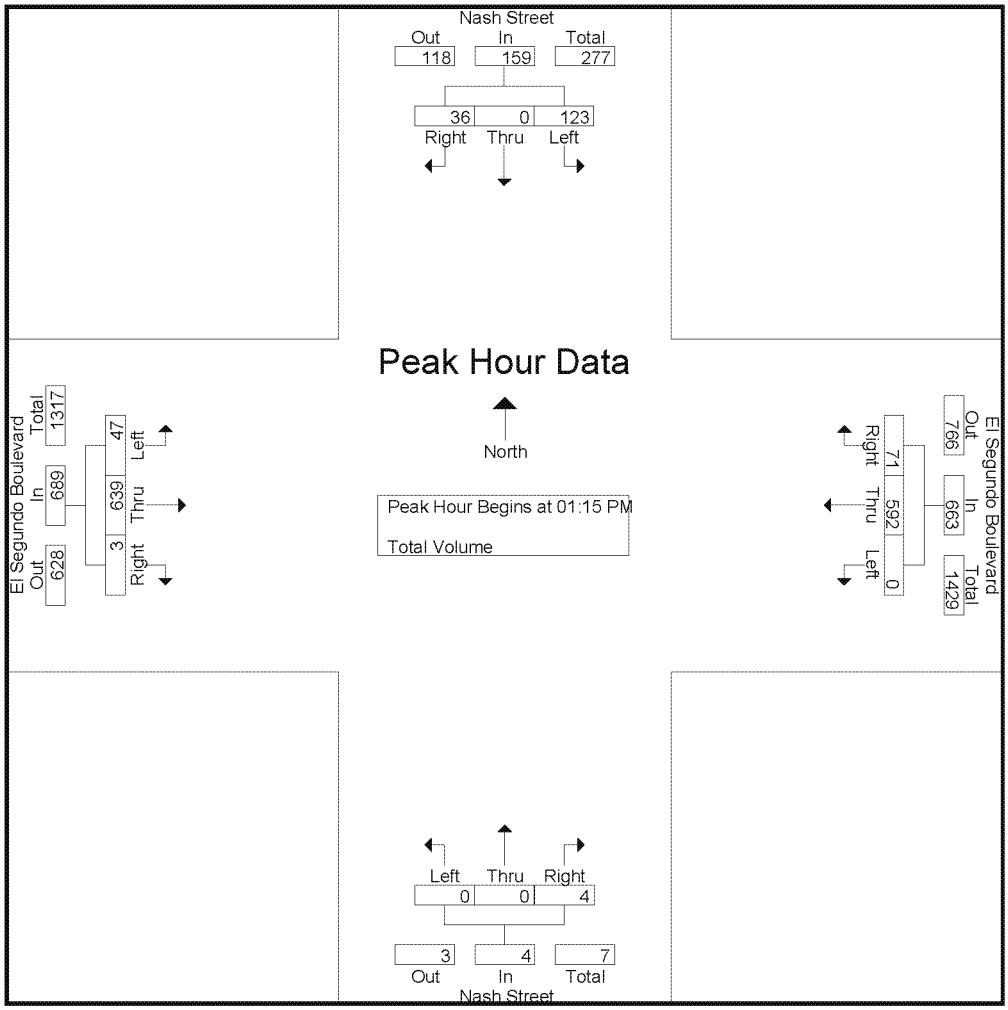

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				01:15 PM				01:15 PM				01:15 PM			
+0 mins.	33	0	**21**	**54**	0	133	**30**	163	0	0	0	0	**14**	131	0	145
+15 mins.	25	0	11	36	0	146	14	160	0	0	1	1	10	**202**	1	**213**
+30 mins.	**36**	0	9	45	0	155	16	**171**	0	0	1	1	12	148	0	160
+45 mins.	36	0	9	45	0	**158**	11	169	0	0	**2**	**2**	11	158	**2**	171
Total Volume	130	0	50	180	0	592	71	663	0	0	4	4	47	639	3	689
% App. Total	72.2	0	27.8		0	89.3	10.7		0	0	100		6.8	92.7	0.4	
PHF	.903	.000	.595	.833	.000	.937	.592	.969	.000	.000	.500	.500	.839	.791	.375	.809

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City of El Segundo
N/S: Douglas Street
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Weather: Clear

File Name : ESGDOELPM
Site Code : 10516271
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Groups Printed- Total Volume

	Douglas Street Southbound				El Segundo Boulevard Westbound				Douglas Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	85	156	21	262	30	170	44	244	32	112	53	197	11	324	53	388	1091
04:15 PM	72	173	17	262	40	161	44	245	23	85	61	169	19	290	64	373	1049
04:30 PM	89	189	13	291	29	160	48	237	31	103	78	212	8	391	77	476	1216
04:45 PM	111	202	22	335	35	172	38	245	46	85	60	191	14	395	70	479	1250
Total	357	720	73	1150	134	663	174	971	132	385	252	769	52	1400	264	1716	4606
05:00 PM	109	279	15	403	34	146	28	208	35	126	74	235	3	367	84	454	1300
05:15 PM	99	276	16	391	32	165	32	229	32	97	65	194	8	426	80	514	1328
05:30 PM	108	300	11	419	34	158	51	243	34	87	64	185	4	414	68	486	1333
05:45 PM	118	291	18	427	45	153	20	218	39	86	88	213	9	371	67	447	1305
Total	434	1146	60	1640	145	622	131	898	140	396	291	827	24	1578	299	1901	5266
Grand Total	791	1866	133	2790	279	1285	305	1869	272	781	543	1596	76	2978	563	3617	9872
Apprch %	28.4	66.9	4.8		14.9	68.8	16.3		17	48.9	34		2.1	82.3	15.6		
Total %	8	18.9	1.3	28.3	2.8	13	3.1	18.9	2.8	7.9	5.5	16.2	0.8	30.2	5.7	36.6	

	Douglas Street Southbound				El Segundo Boulevard Westbound				Douglas Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	109	279	15	403	34	146	28	208	35	**126**	74	**235**	3	367	**84**	454	1300
05:15 PM	99	276	16	391	32	**165**	32	229	32	97	65	194	8	**426**	80	**514**	1328
05:30 PM	108	**300**	11	419	34	158	**51**	**243**	34	87	64	185	4	414	68	486	**1333**
05:45 PM	**118**	291	**18**	**427**	**45**	153	20	218	**39**	86	**88**	213	**9**	371	67	447	1305
Total Volume	434	1146	60	1640	145	622	131	898	140	396	291	827	24	1578	299	1901	5266
% App. Total	26.5	69.9	3.7		16.1	69.3	14.6		16.9	47.9	35.2		1.3	83	15.7		
PHF	.919	.955	.833	.960	.806	.942	.642	.924	.897	.786	.827	.880	.667	.926	.890	.925	.988

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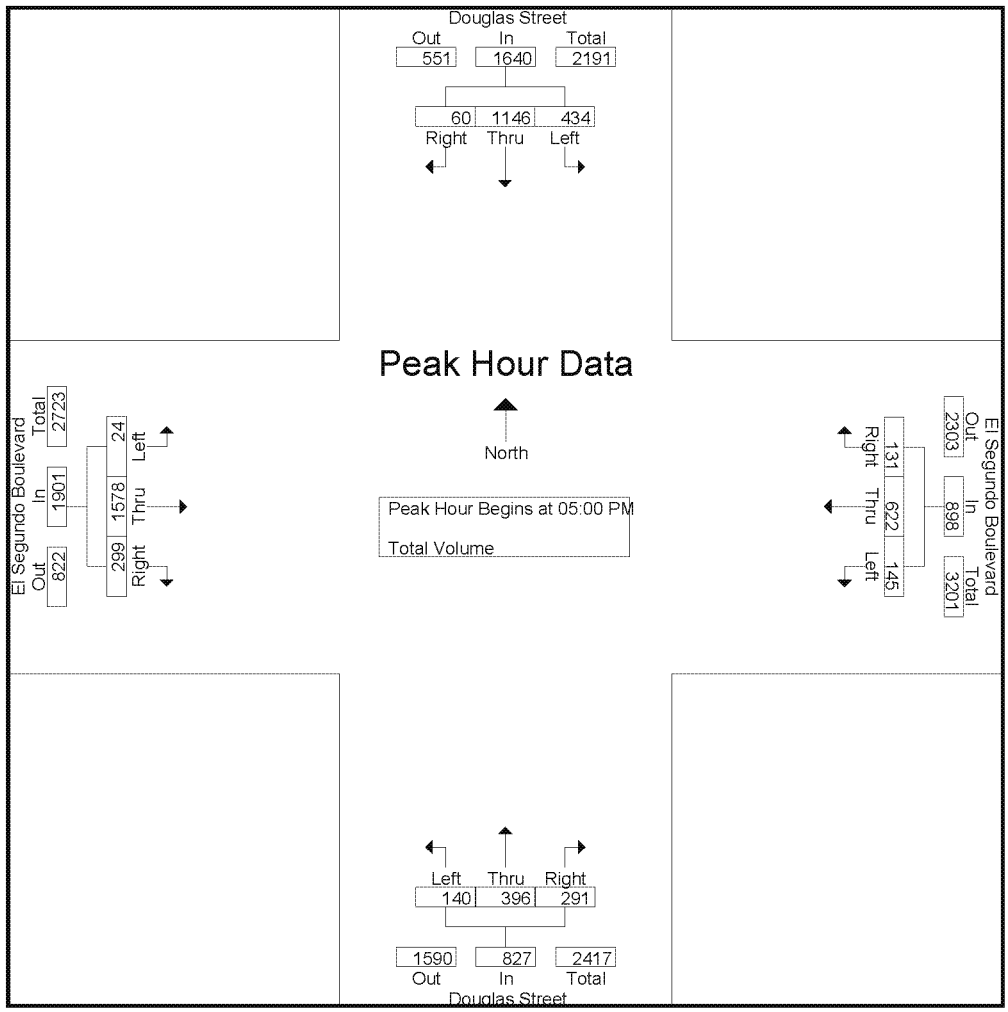

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	109	279	15	403	30	170	44	244	31	103	**78**	212	**14**	395	70	479
+15 mins.	99	276	16	391	**40**	161	44	**245**	**46**	85	60	191	3	367	**84**	454
+30 mins.	108	**300**	11	419	29	160	**48**	237	35	**126**	74	**235**	8	**426**	80	**514**
+45 mins.	**118**	291	**18**	**427**	35	**172**	38	245	32	97	65	194	4	414	68	486
Total Volume	434	1146	60	1640	134	663	174	971	144	411	277	832	29	1602	302	1933
% App. Total	26.5	69.9	3.7		13.8	68.3	17.9		17.3	49.4	33.3		1.5	82.9	15.6	
PHF	.919	.955	.833	.960	.838	.964	.906	.991	.783	.815	.888	.885	.518	.940	.899	.940

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City of El Segundo
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Groups Printed- Total Volume

	Douglas Street Southbound				El Segundo Boulevard Westbound				Douglas Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	30	32	8	70	8	107	34	149	18	30	6	54	7	131	17	155	428
12:45 PM	39	32	5	76	12	157	47	216	15	23	11	49	4	149	11	164	505
Total	69	64	13	146	20	264	81	365	33	53	17	103	11	280	28	319	933
01:00 PM	41	21	4	66	10	140	54	204	10	24	10	44	8	119	20	147	461
01:15 PM	46	36	6	88	9	137	40	186	13	22	11	46	4	145	19	168	488
01:30 PM	38	26	5	69	9	138	37	184	17	30	15	62	8	211	23	242	557
01:45 PM	34	33	8	75	14	144	40	198	17	27	15	59	7	144	26	177	509
Total	159	116	23	298	42	559	171	772	57	103	51	211	27	619	88	734	2015
02:00 PM	36	24	9	69	7	146	32	185	17	23	9	49	7	175	20	202	505
02:15 PM	43	33	2	78	9	131	32	172	21	27	8	56	3	131	20	154	460
Grand Total	307	237	47	591	78	1100	316	1494	128	206	85	419	48	1205	156	1409	3913
Apprch %	51.9	40.1	8		5.2	73.6	21.2		30.5	49.2	20.3		3.4	85.5	11.1		
Total %	7.8	6.1	1.2	15.1	2	28.1	8.1	38.2	3.3	5.3	2.2	10.7	1.2	30.8	4	36	

	Douglas Street Southbound				El Segundo Boulevard Westbound				Douglas Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**46**	**36**	6	**88**	9	137	**40**	186	13	22	11	46	4	145	19	168	488
01:30 PM	38	26	5	69	9	138	37	184	**17**	**30**	**15**	**62**	**8**	**211**	23	**242**	**557**
01:45 PM	34	33	8	75	**14**	144	40	**198**	17	27	15	59	7	144	**26**	177	509
02:00 PM	36	24	**9**	69	7	**146**	32	185	17	23	9	49	7	175	20	202	505
Total Volume	154	119	28	301	39	565	149	753	64	102	50	216	26	675	88	789	2059
% App. Total	51.2	39.5	9.3		5.2	75	19.8		29.6	47.2	23.1		3.3	85.6	11.2		
PHF	.837	.826	.778	.855	.696	.967	.931	.951	.941	.850	.833	.871	.813	.800	.846	.815	.924

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File Name : ESGDOELSAT
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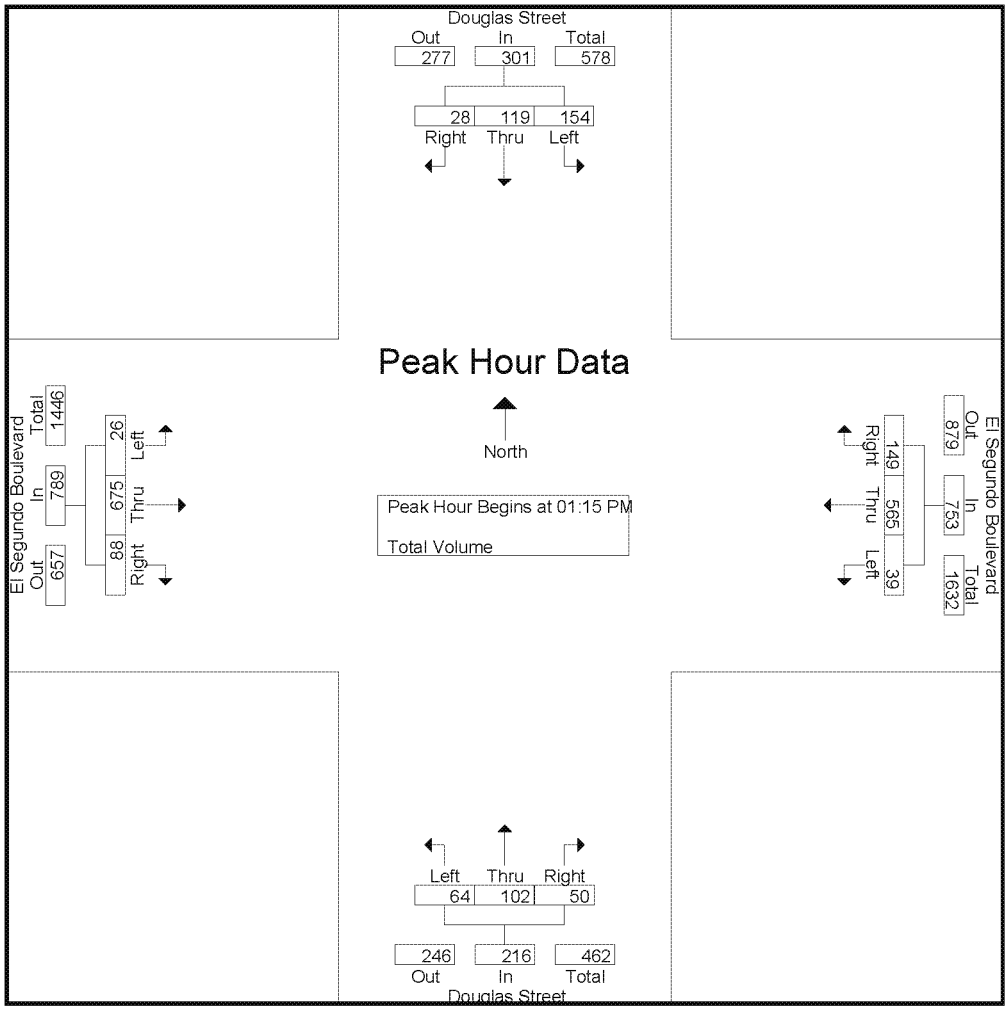

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:15 PM				12:45 PM				01:30 PM				01:15 PM			
+0 mins.	**46**	**36**	6	**88**	**12**	**157**	47	**216**	17	**30**	**15**	**62**	4	145	19	168
+15 mins.	38	26	5	69	10	140	**54**	204	17	27	15	59	**8**	**211**	23	**242**
+30 mins.	34	33	8	75	9	137	40	186	17	23	9	49	7	144	**26**	177
+45 mins.	36	24	**9**	69	9	138	37	184	**21**	27	8	56	7	175	20	202
Total Volume	154	119	28	301	40	572	178	790	72	107	47	226	26	675	88	789
% App. Total	51.2	39.5	9.3		5.1	72.4	22.5		31.9	47.3	20.8		3.3	85.6	11.2	
PHF	.837	.826	.778	.855	.833	.911	.824	.914	.857	.892	.783	.911	.813	.800	.846	.815

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City of El Segundo
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Groups Printed- Total Volume

	Aviation Boulevard Southbound				El Segundo Boulevard Westbound				Aviation Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	247	28	310	158	155	7	320	47	142	92	281	41	402	53	496	1407
04:15 PM	42	272	40	354	153	156	17	326	43	141	74	258	45	361	52	458	1396
04:30 PM	65	243	29	337	111	171	20	302	44	135	64	243	58	425	53	536	1418
04:45 PM	38	273	25	336	132	183	17	332	51	120	57	228	56	464	78	598	1494
Total	180	1035	122	1337	554	665	61	1280	185	538	287	1010	200	1652	236	2088	5715
05:00 PM	45	257	21	323	116	147	10	273	45	162	76	283	48	470	65	583	1462
05:15 PM	35	266	30	331	126	187	12	325	42	175	88	305	38	463	56	557	1518
05:30 PM	27	219	28	274	164	177	15	356	50	142	84	276	61	483	79	623	1529
05:45 PM	33	272	41	346	141	163	11	315	38	143	83	264	69	486	54	609	1534
Total	140	1014	120	1274	547	674	48	1269	175	622	331	1128	216	1902	254	2372	6043
Grand Total	320	2049	242	2611	1101	1339	109	2549	360	1160	618	2138	416	3554	490	4460	11758
Apprch %	12.3	78.5	9.3		43.2	52.5	4.3		16.8	54.3	28.9		9.3	79.7	11		
Total %	2.7	17.4	2.1	22.2	9.4	11.4	0.9	21.7	3.1	9.9	5.3	18.2	3.5	30.2	4.2	37.9	

	Aviation Boulevard Southbound				El Segundo Boulevard Westbound				Aviation Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**45**	257	21	323	116	147	10	273	45	162	76	283	48	470	65	583	1462
05:15 PM	35	266	30	331	126	**187**	12	325	42	**175**	**88**	**305**	38	463	56	557	1518
05:30 PM	27	219	28	274	**164**	177	**15**	**356**	**50**	142	84	276	61	483	**79**	**623**	1529
05:45 PM	33	**272**	**41**	**346**	141	163	11	315	38	143	83	264	**69**	**486**	54	609	**1534**
Total Volume	140	1014	120	1274	547	674	48	1269	175	622	331	1128	216	1902	254	2372	6043
% App. Total	11	79.6	9.4		43.1	53.1	3.8		15.5	55.1	29.3		9.1	80.2	10.7		
PHF	.778	.932	.732	.921	.834	.901	.800	.891	.875	.889	.940	.925	.783	.978	.804	.952	.985

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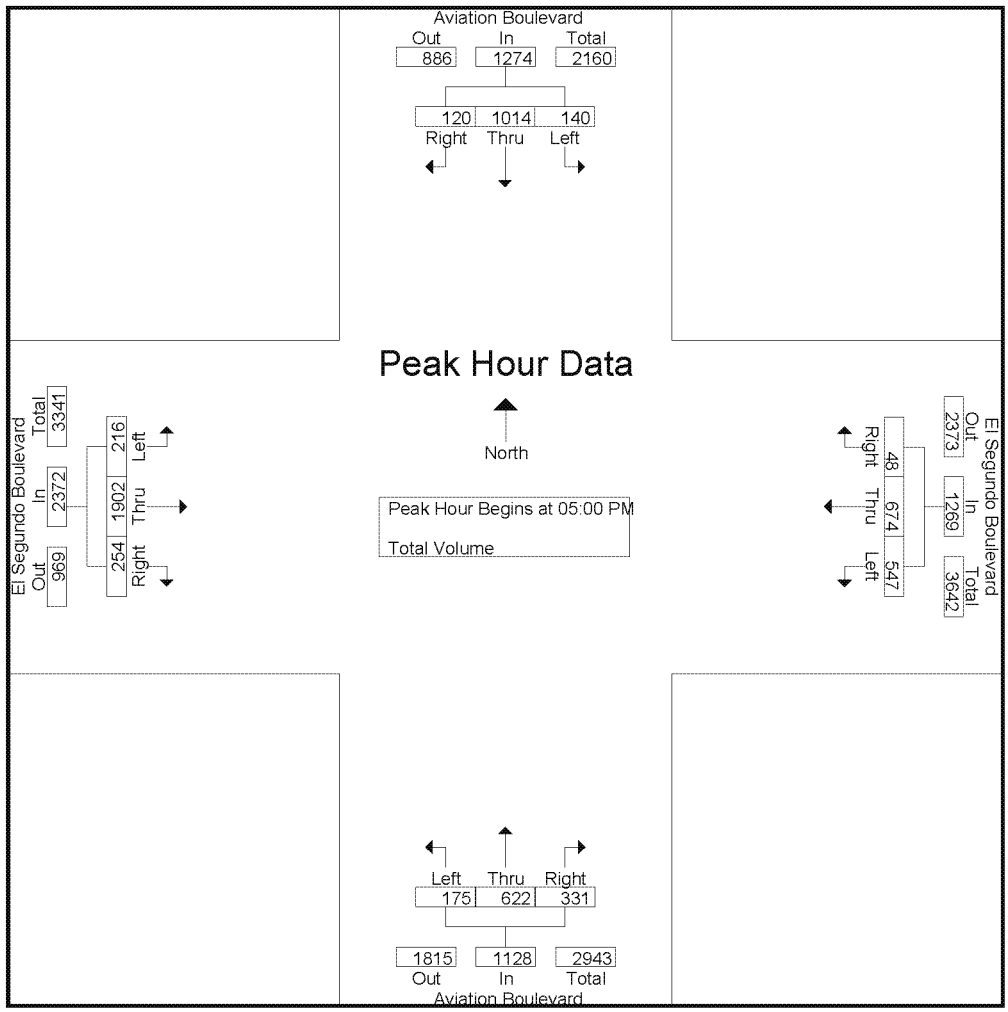

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	42	272	**40**	**354**	132	183	**17**	332	45	162	76	283	48	470	65	583
+15 mins.	**65**	243	29	337	116	147	10	273	42	**175**	**88**	**305**	38	463	56	557
+30 mins.	38	**273**	25	336	126	**187**	12	325	**50**	142	84	276	61	483	**79**	**623**
+45 mins.	45	257	21	323	**164**	177	15	**356**	38	143	83	264	**69**	**486**	54	609
Total Volume	190	1045	115	1350	538	694	54	1286	175	622	331	1128	216	1902	254	2372
% App. Total	14.1	77.4	8.5		41.8	54	4.2		15.5	55.1	29.3		9.1	80.2	10.7	
PHF	.731	.957	.719	.953	.820	.928	.794	.903	.875	.889	.940	.925	.783	.978	.804	.952

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Groups Printed- Total Volume

	Aviation Boulevard Southbound				El Segundo Boulevard Westbound				Aviation Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	7	71	15	93	35	116	9	160	27	79	31	137	36	135	15	186	576
12:45 PM	12	76	26	114	49	130	9	188	48	85	42	175	21	154	37	212	689
Total	19	147	41	207	84	246	18	348	75	164	73	312	57	289	52	398	1265
01:00 PM	13	99	26	138	43	124	12	179	47	122	41	210	32	137	30	199	726
01:15 PM	9	86	20	115	59	145	13	217	41	80	43	164	33	146	27	206	702
01:30 PM	9	86	19	114	71	118	15	204	43	100	57	200	33	188	37	258	776
01:45 PM	23	73	16	112	75	151	8	234	39	95	52	186	23	170	23	216	748
Total	54	344	81	479	248	538	48	834	170	397	193	760	121	641	117	879	2952
02:00 PM	20	86	17	123	75	133	14	222	36	111	36	183	28	172	17	217	745
02:15 PM	16	70	19	105	106	127	13	246	33	88	61	182	16	159	20	195	728
Grand Total	109	647	158	914	513	1044	93	1650	314	760	363	1437	222	1261	206	1689	5690
Apprch %	11.9	70.8	17.3		31.1	63.3	5.6		21.9	52.9	25.3		13.1	74.7	12.2		
Total %	1.9	11.4	2.8	16.1	9	18.3	1.6	29	5.5	13.4	6.4	25.3	3.9	22.2	3.6	29.7	

	Aviation Boulevard Southbound				El Segundo Boulevard Westbound				Aviation Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	9	**86**	**19**	114	71	118	**15**	204	**43**	100	57	**200**	**33**	**188**	**37**	**258**	**776**
01:45 PM	**23**	73	16	112	75	**151**	8	234	39	95	52	186	23	170	23	216	748
02:00 PM	20	86	17	**123**	75	133	14	222	36	**111**	36	183	28	172	17	217	745
02:15 PM	16	70	19	105	**106**	127	13	**246**	33	88	**61**	182	16	159	20	195	728
Total Volume	68	315	71	454	327	529	50	906	151	394	206	751	100	689	97	886	2997
% App. Total	15	69.4	15.6		36.1	58.4	5.5		20.1	52.5	27.4		11.3	77.8	10.9		
PHF	.739	.916	.934	.923	.771	.876	.833	.921	.878	.887	.844	.939	.758	.916	.655	.859	.966

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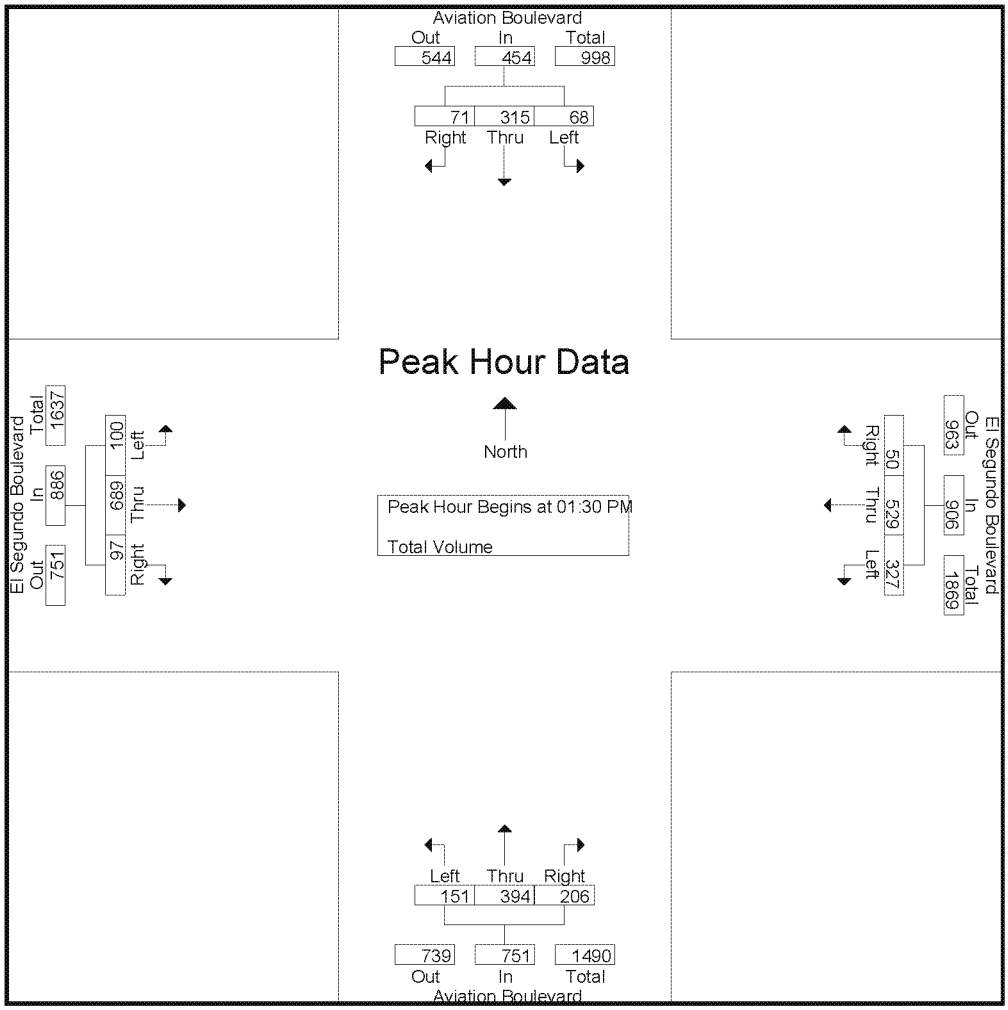
City of El Segundo
N/S: Aviation Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : ESGAVELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				01:30 PM				01:00 PM				01:15 PM			
+0 mins.	12	76	**26**	114	71	118	**15**	204	**47**	**122**	41	**210**	**33**	146	27	206
+15 mins.	**13**	**99**	26	**138**	75	**151**	8	234	41	80	43	164	33	**188**	**37**	**258**
+30 mins.	9	86	20	115	75	133	14	222	43	100	**57**	200	23	170	23	216
+45 mins.	9	86	19	114	**106**	127	13	**246**	39	95	52	186	28	172	17	217
Total Volume	43	347	91	481	327	529	50	906	170	397	193	760	117	676	104	897
% App. Total	8.9	72.1	18.9		36.1	58.4	5.5		22.4	52.2	25.4		13	75.4	11.6	
PHF	.827	.876	.875	.871	.771	.876	.833	.921	.904	.814	.846	.905	.886	.899	.703	.869

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City of Hawthorne
N/S: Iris Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHIRELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Iris Avenue Southbound				El Segundo Boulevard Westbound				Iris Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	100	3	31	134	14	275	40	329	2	0	4	6	26	490	5	521	990
04:15 PM	97	2	17	116	17	300	39	356	3	1	9	13	24	466	6	496	981
04:30 PM	91	1	9	101	15	272	24	311	3	1	5	9	7	538	7	552	973
04:45 PM	89	3	17	109	12	317	25	354	3	2	6	11	15	553	2	570	1044
Total	377	9	74	460	58	1164	128	1350	11	4	24	39	72	2047	20	2139	3988
05:00 PM	84	1	21	106	19	253	12	284	2	1	6	9	7	585	5	597	996
05:15 PM	87	5	26	118	17	302	20	339	4	0	5	9	10	563	2	575	1041
05:30 PM	87	1	23	111	25	320	14	359	7	1	7	15	10	560	5	575	1060
05:45 PM	89	1	14	104	18	310	21	349	2	0	4	6	10	599	5	614	1073
Total	347	8	84	439	79	1185	67	1331	15	2	22	39	37	2307	17	2361	4170
Grand Total	724	17	158	899	137	2349	195	2681	26	6	46	78	109	4354	37	4500	8158
Apprch %	80.5	1.9	17.6		5.1	87.6	7.3		33.3	7.7	59		2.4	96.8	0.8		
Total %	8.9	0.2	1.9	11	1.7	28.8	2.4	32.9	0.3	0.1	0.6	1	1.3	53.4	0.5	55.2	

	Iris Avenue Southbound				El Segundo Boulevard Westbound				Iris Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	84	1	21	106	19	253	12	284	2	**1**	6	9	7	585	**5**	597	996
05:15 PM	87	**5**	**26**	**118**	17	302	20	339	4	0	5	9	**10**	563	2	575	1041
05:30 PM	87	1	23	111	**25**	**320**	14	**359**	**7**	1	**7**	**15**	10	560	5	575	1060
05:45 PM	**89**	1	14	104	18	310	**21**	349	2	0	4	6	10	**599**	5	**614**	**1073**
Total Volume	347	8	84	439	79	1185	67	1331	15	2	22	39	37	2307	17	2361	4170
% App. Total	79	1.8	19.1		5.9	89	5		38.5	5.1	56.4		1.6	97.7	0.7		
PHF	.975	.400	.808	.930	.790	.926	.798	.927	.536	.500	.786	.650	.925	.963	.850	.961	.972

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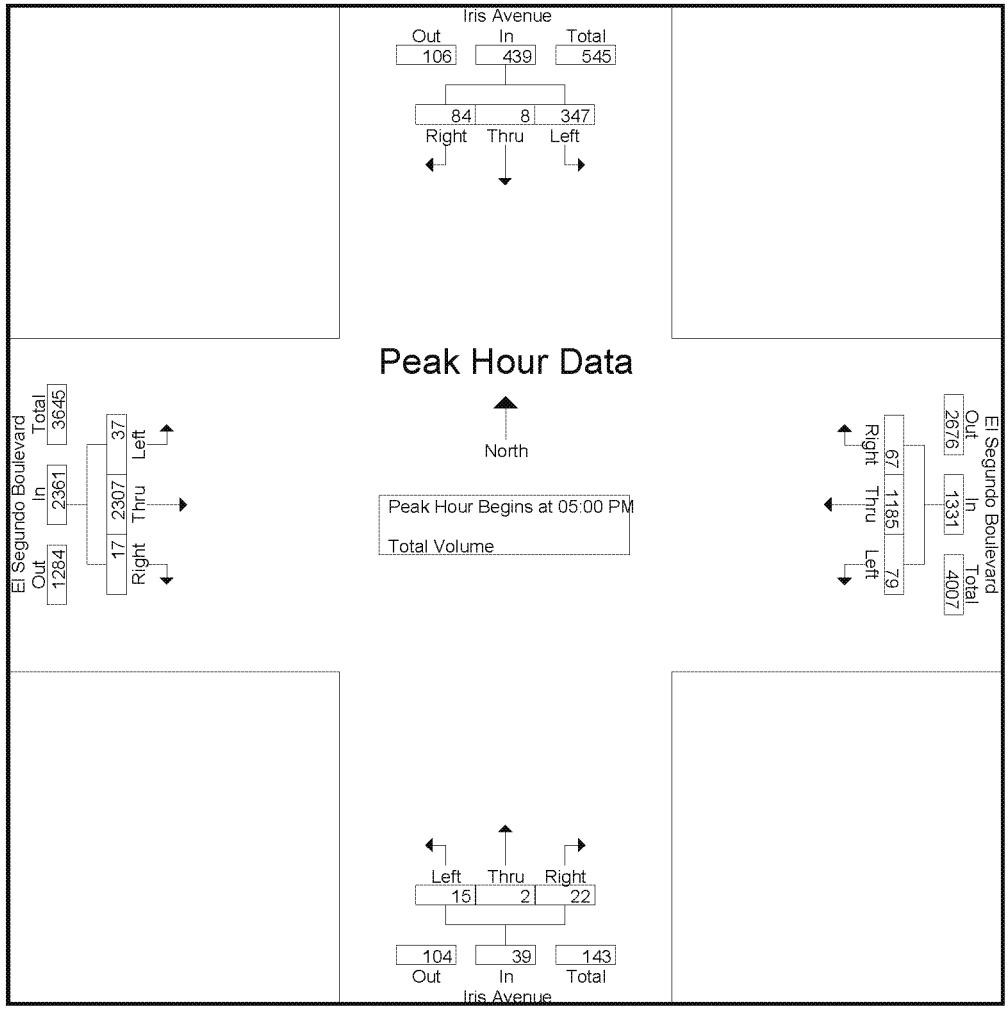
City of Hawthorne
N/S: Iris Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHIRELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	**100**	**3**	**31**	**134**	14	275	**40**	329	3	**2**	6	11	7	585	**5**	597
+15 mins.	97	2	17	116	**17**	300	39	**356**	2	1	6	9	**10**	563	2	575
+30 mins.	91	1	9	101	15	272	24	311	4	0	5	9	10	560	5	575
+45 mins.	89	3	17	109	12	**317**	25	354	**7**	1	**7**	**15**	10	**599**	5	**614**
Total Volume	377	9	74	460	58	1164	128	1350	16	4	24	44	37	2307	17	2361
% App. Total	82	2	16.1		4.3	86.2	9.5		36.4	9.1	54.5		1.6	97.7	0.7	
PHF	.943	.750	.597	.858	.853	.918	.800	.948	.571	.500	.857	.733	.925	.963	.850	.961

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City of Hawthorne
N/S: Iris Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHIRELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Iris Avenue Southbound				El Segundo Boulevard Westbound				Iris Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	18	0	8	26	22	165	27	214	3	1	18	22	8	167	4	179	441
12:45 PM	30	1	7	38	13	163	27	203	5	0	14	19	12	181	3	196	456
Total	48	1	15	64	35	328	54	417	8	1	32	41	20	348	7	375	897
01:00 PM	26	2	10	38	14	186	25	225	2	1	6	9	14	153	7	174	446
01:15 PM	29	1	21	51	19	177	20	216	2	2	15	19	15	178	5	198	484
01:30 PM	18	0	13	31	12	197	27	236	5	0	13	18	22	243	4	269	554
01:45 PM	22	0	12	34	13	203	22	238	0	0	17	17	9	235	2	246	535
Total	95	3	56	154	58	763	94	915	9	3	51	63	60	809	18	887	2019
02:00 PM	15	1	6	22	10	218	23	251	2	0	11	13	13	215	2	230	516
02:15 PM	38	0	9	47	10	226	26	262	4	0	10	14	11	219	6	236	559
Grand Total	196	5	86	287	113	1535	197	1845	23	4	104	131	104	1591	33	1728	3991
Apprch %	68.3	1.7	30		6.1	83.2	10.7		17.6	3.1	79.4		6	92.1	1.9		
Total %	4.9	0.1	2.2	7.2	2.8	38.5	4.9	46.2	0.6	0.1	2.6	3.3	2.6	39.9	0.8	43.3	

	Iris Avenue Southbound				El Segundo Boulevard Westbound				Iris Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	18	0	**13**	31	12	197	**27**	236	**5**	0	13	**18**	**22**	**243**	4	**269**	554
01:45 PM	22	0	12	34	**13**	203	22	238	0	0	**17**	17	9	235	2	246	535
02:00 PM	15	**1**	6	22	10	218	23	251	2	0	11	13	13	215	2	230	516
02:15 PM	**38**	0	9	**47**	10	**226**	26	**262**	4	0	10	14	11	219	**6**	236	**559**
Total Volume	93	1	40	134	45	844	98	987	11	0	51	62	55	912	14	981	2164
% App. Total	69.4	0.7	29.9		4.6	85.5	9.9		17.7	0	82.3		5.6	93	1.4		
PHF	.612	.250	.769	.713	.865	.934	.907	.942	.550	.000	.750	.861	.625	.938	.583	.912	.968

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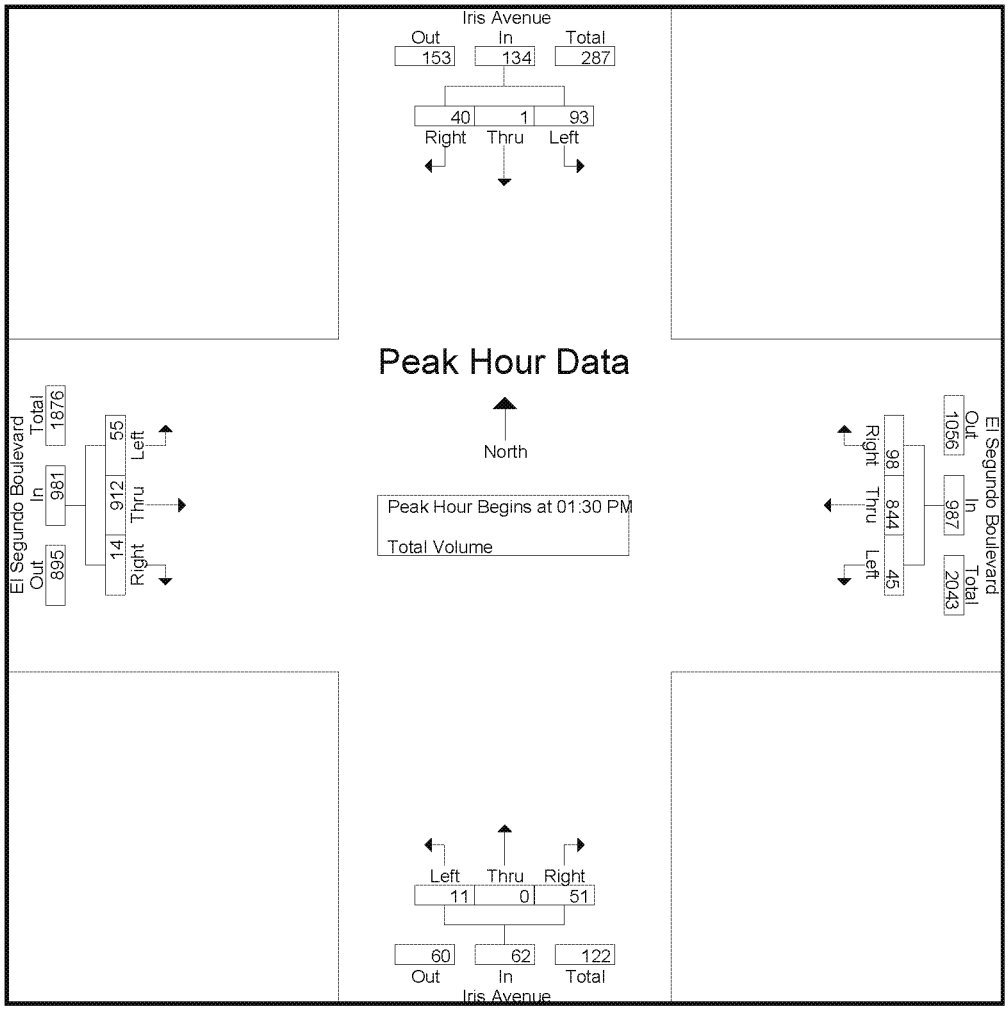
City of Hawthorne
N/S: Iris Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHIRELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				01:30 PM				12:30 PM				01:30 PM			
+0 mins.	**30**	1	7	38	12	197	**27**	236	3	1	**18**	**22**	**22**	**243**	4	**269**
+15 mins.	26	**2**	10	38	**13**	203	22	238	**5**	0	14	19	9	235	2	246
+30 mins.	29	1	**21**	**51**	10	218	23	251	2	1	6	9	13	215	2	230
+45 mins.	18	0	13	31	10	**226**	26	**262**	2	**2**	15	19	11	219	**6**	236
Total Volume	103	4	51	158	45	844	98	987	12	4	53	69	55	912	14	981
% App. Total	65.2	2.5	32.3		4.6	85.5	9.9		17.4	5.8	76.8		5.6	93	1.4	
PHF	.858	.500	.607	.775	.865	.934	.907	.942	.600	.500	.736	.784	.625	.938	.583	.912

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City of Hawthorne
N/S: I-405 Southbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405SELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	El Segundo Boulevard Westbound			I-405 Southbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	262	262	58	129	187	408	194	602	1051
04:15 PM	0	293	293	67	121	188	377	193	570	1051
04:30 PM	0	248	248	61	119	180	438	201	639	1067
04:45 PM	0	288	288	61	118	179	428	223	651	1118
Total	0	1091	1091	247	487	734	1651	811	2462	4287
05:00 PM	1	228	229	66	92	158	443	237	680	1067
05:15 PM	0	271	271	78	77	155	415	241	656	1082
05:30 PM	0	283	283	82	96	178	442	216	658	1119
05:45 PM	0	277	277	70	93	163	420	272	692	1132
Total	1	1059	1060	296	358	654	1720	966	2686	4400
Grand Total	1	2150	2151	543	845	1388	3371	1777	5148	8687
Apprch %	0	100		39.1	60.9		65.5	34.5		
Total %	0	24.7	24.8	6.3	9.7	16	38.8	20.5	59.3	

	El Segundo Boulevard Westbound			I-405 Southbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**1**	228	229	66	92	158	**443**	237	680	1067
05:15 PM	0	271	271	78	77	155	415	241	656	1082
05:30 PM	0	**283**	**283**	**82**	**96**	**178**	442	216	658	1119
05:45 PM	0	277	277	70	93	163	420	**272**	**692**	**1132**
Total Volume	1	1059	1060	296	358	654	1720	966	2686	4400
% App. Total	0.1	99.9		45.3	54.7		64	36		
PHF	.250	.936	.936	.902	.932	.919	.971	.888	.970	.972

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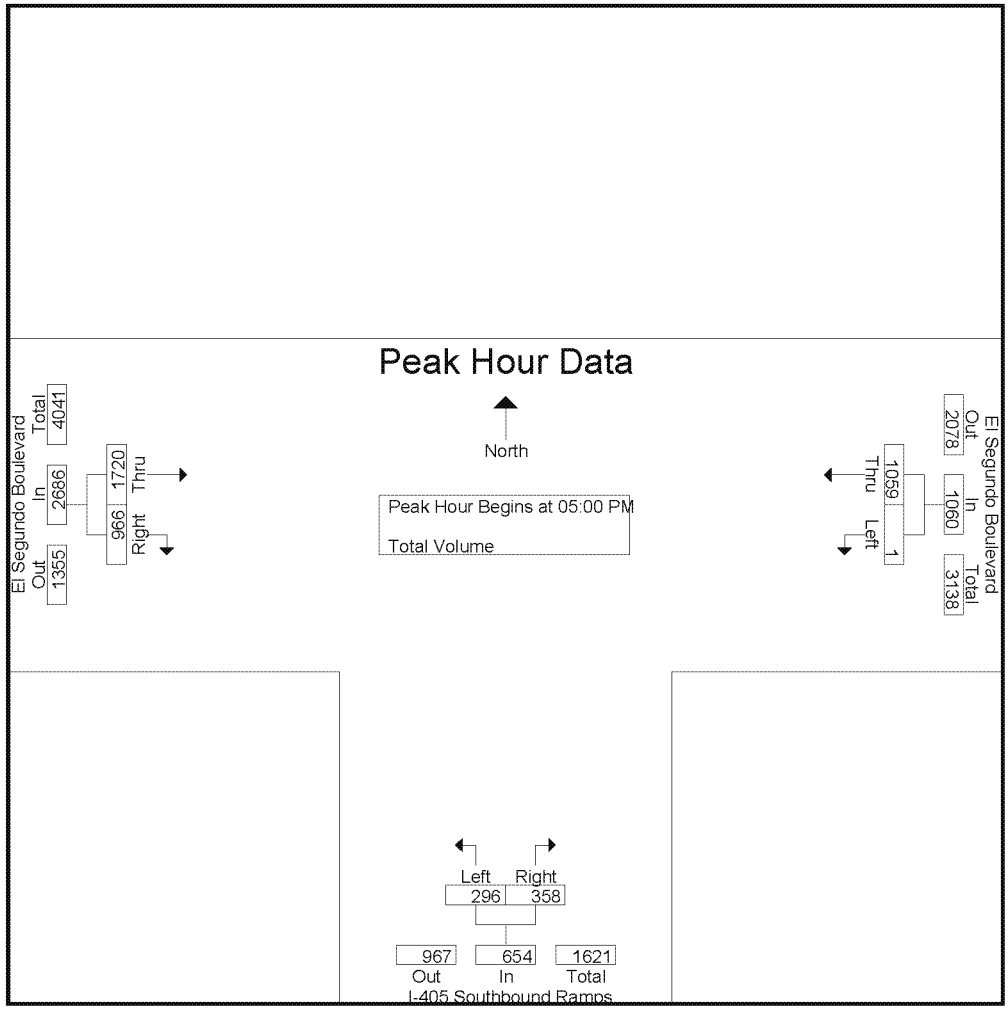
City of Hawthorne
N/S: I-405 Southbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405SELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	0	262	262	58	**129**	187	**443**	237	680
+15 mins.	0	**293**	**293**	**67**	121	**188**	415	241	656
+30 mins.	0	248	248	61	119	180	442	216	658
+45 mins.	0	288	288	61	118	179	420	**272**	**692**
Total Volume	0	1091	1091	247	487	734	1720	966	2686
% App. Total	0	100		33.7	66.3		64	36	
PHF	.000	.931	.931	.922	.944	.976	.971	.888	.970

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City of Hawthorne
N/S: I-405 Southbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405SELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	El Segundo Boulevard Westbound			I-405 Southbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:30 PM	0	195	195	26	41	67	160	43	203	465
12:45 PM	0	172	172	32	21	53	166	65	231	456
Total	0	367	367	58	62	120	326	108	434	921
01:00 PM	0	200	200	25	48	73	120	65	185	458
01:15 PM	0	193	193	29	24	53	155	59	214	460
01:30 PM	0	210	210	19	29	48	175	96	271	529
01:45 PM	0	207	207	28	48	76	185	96	281	564
Total	0	810	810	101	149	250	635	316	951	2011
02:00 PM	0	205	205	48	41	89	166	73	239	533
02:15 PM	0	223	223	36	42	78	186	84	270	571
Grand Total	0	1605	1605	243	294	537	1313	581	1894	4036
Apprch %	0	100		45.3	54.7		69.3	30.7		
Total %	0	39.8	39.8	6	7.3	13.3	32.5	14.4	46.9	

	El Segundo Boulevard Westbound			I-405 Southbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:30 PM										
01:30 PM	0	210	210	19	29	48	175	**96**	271	529
01:45 PM	0	207	207	28	**48**	76	185	96	**281**	564
02:00 PM	0	205	205	**48**	41	**89**	166	73	239	533
02:15 PM	0	**223**	**223**	36	42	78	**186**	84	270	**571**
Total Volume	0	845	845	131	160	291	712	349	1061	2197
% App. Total	0	100		45	55		67.1	32.9		
PHF	.000	.947	.947	.682	.833	.817	.957	.909	.944	.962

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City of Hawthorne
N/S: I-405 Southbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405SELSAT
Site Code : 10516271
Start Date : 5/14/2016
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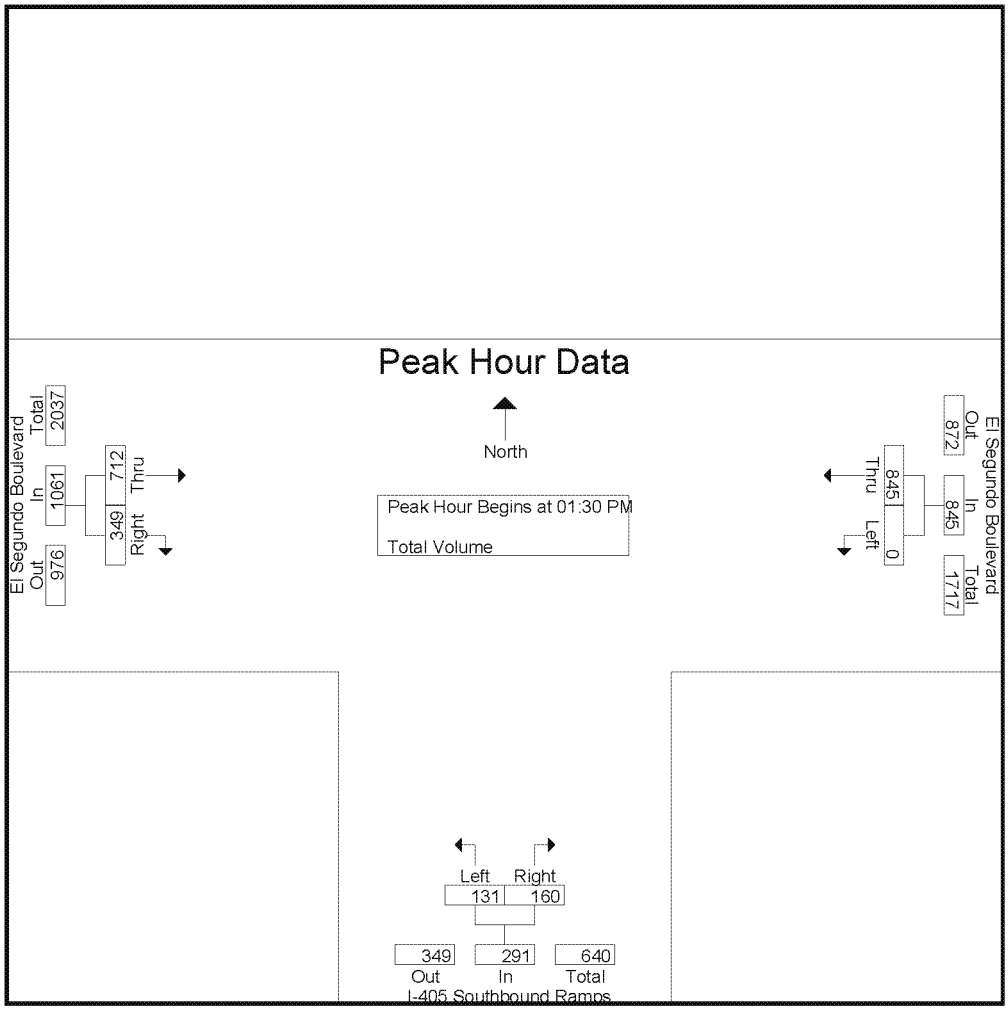

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM			01:30 PM			01:30 PM		
+0 mins.	0	210	210	19	29	48	175	**96**	271
+15 mins.	0	207	207	28	**48**	76	185	96	**281**
+30 mins.	0	205	205	**48**	41	**89**	166	73	239
+45 mins.	0	**223**	**223**	36	42	78	**186**	84	270
Total Volume	0	845	845	131	160	291	712	349	1061
% App. Total	0	100		45	55		67.1	32.9	
PHF	.000	.947	.947	.682	.833	.817	.957	.909	.944

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City of Los Angeles
N/S: La Cienega Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACLC405SPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	La Cienega Boulevard Southbound			I-405 Southbound Ramps Westbound			La Cienega Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	66	129	195	235	38	273	52	11	63	531
04:15 PM	45	130	175	239	49	288	44	5	49	512
04:30 PM	55	119	174	228	51	279	39	4	43	496
04:45 PM	43	141	184	225	52	277	65	7	72	533
Total	209	519	728	927	190	1117	200	27	227	2072
05:00 PM	59	135	194	243	60	303	50	9	59	556
05:15 PM	65	138	203	222	44	266	51	5	56	525
05:30 PM	53	143	196	239	63	302	67	10	77	575
05:45 PM	53	144	197	260	46	306	52	10	62	565
Total	230	560	790	964	213	1177	220	34	254	2221
Grand Total	439	1079	1518	1891	403	2294	420	61	481	4293
Apprch %	28.9	71.1		82.4	17.6		87.3	12.7		
Total %	10.2	25.1	35.4	44	9.4	53.4	9.8	1.4	11.2	

	La Cienega Boulevard Southbound			I-405 Southbound Ramps Westbound			La Cienega Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	59	135	194	243	60	303	50	9	59	556
05:15 PM	**65**	138	**203**	222	44	266	51	5	56	525
05:30 PM	53	143	196	239	**63**	302	**67**	**10**	**77**	**575**
05:45 PM	53	**144**	197	**260**	46	**306**	52	10	62	565
Total Volume	230	560	790	964	213	1177	220	34	254	2221
% App. Total	29.1	70.9		81.9	18.1		86.6	13.4		
PHF	.885	.972	.973	.927	.845	.962	.821	.850	.825	.966

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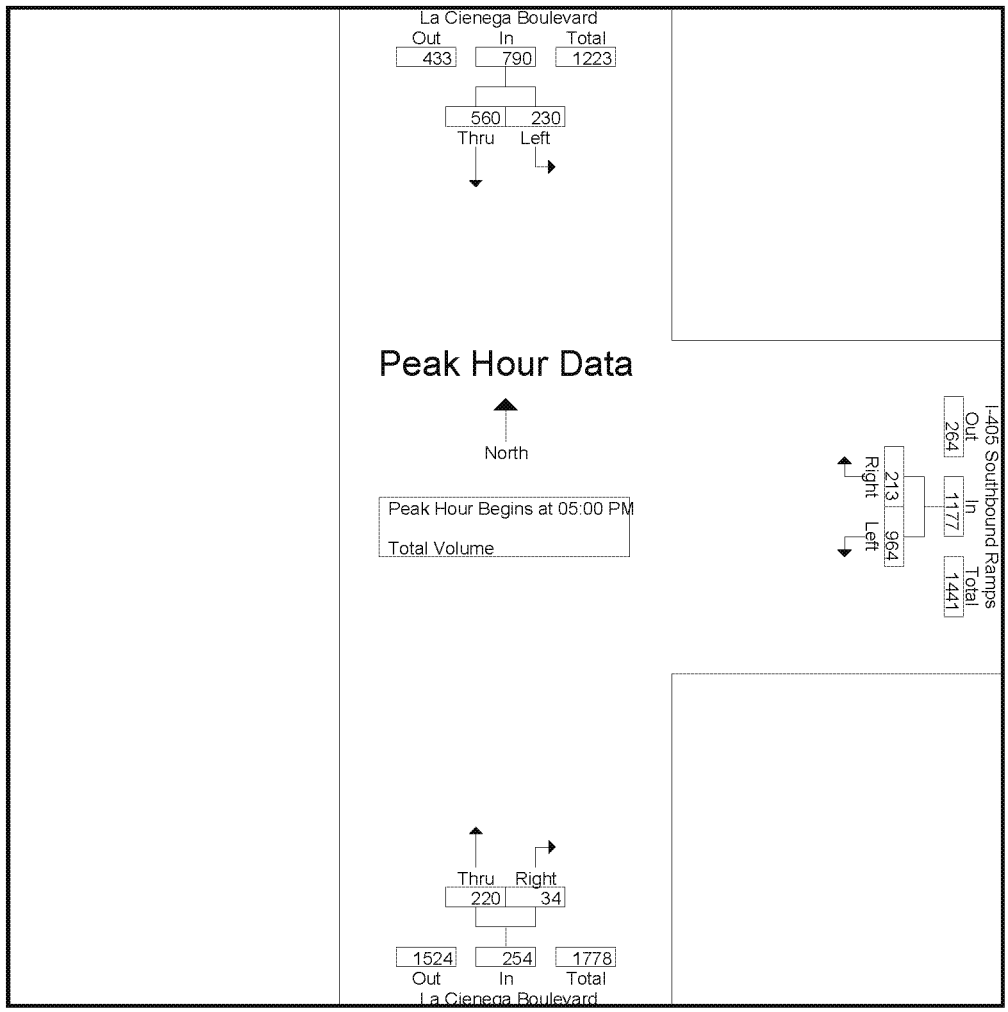
City of Los Angeles
N/S: La Cienega Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACLC405SPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	59	135	194	243	60	303	65	7	72
+15 mins.	**65**	138	**203**	222	44	266	50	9	59
+30 mins.	53	143	196	239	**63**	302	51	5	56
+45 mins.	53	**144**	197	**260**	46	**306**	**67**	**10**	**77**
Total Volume	230	560	790	964	213	1177	233	31	264
% App. Total	29.1	70.9		81.9	18.1		88.3	11.7	
PHF	.885	.972	.973	.927	.845	.962	.869	.775	.857

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City of Los Angeles
N/S: La Cienega Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACLC405SSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	La Cienega Boulevard Southbound			I-405 Southbound Ramps Westbound			La Cienega Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:30 PM	29	22	51	84	9	93	30	26	56	200
12:45 PM	28	32	60	91	20	111	39	18	57	228
Total	57	54	111	175	29	204	69	44	113	428
01:00 PM	24	31	55	85	19	104	38	27	65	224
01:15 PM	23	32	55	102	18	120	35	33	68	243
01:30 PM	30	29	59	100	25	125	43	20	63	247
01:45 PM	30	32	62	116	13	129	38	27	65	256
Total	107	124	231	403	75	478	154	107	261	970
02:00 PM	26	34	60	153	23	176	49	24	73	309
02:15 PM	23	41	64	160	24	184	28	13	41	289
Grand Total	213	253	466	891	151	1042	300	188	488	1996
Apprch %	45.7	54.3		85.5	14.5		61.5	38.5		
Total %	10.7	12.7	23.3	44.6	7.6	52.2	15	9.4	24.4	

	La Cienega Boulevard Southbound			I-405 Southbound Ramps Westbound			La Cienega Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:30 PM										
01:30 PM	**30**	29	59	100	**25**	125	43	20	63	247
01:45 PM	30	32	62	116	13	129	38	**27**	65	256
02:00 PM	26	34	60	153	23	176	**49**	24	**73**	**309**
02:15 PM	23	**41**	**64**	**160**	24	**184**	28	13	41	289
Total Volume	109	136	245	529	85	614	158	84	242	1101
% App. Total	44.5	55.5		86.2	13.8		65.3	34.7		
PHF	.908	.829	.957	.827	.850	.834	.806	.778	.829	.891

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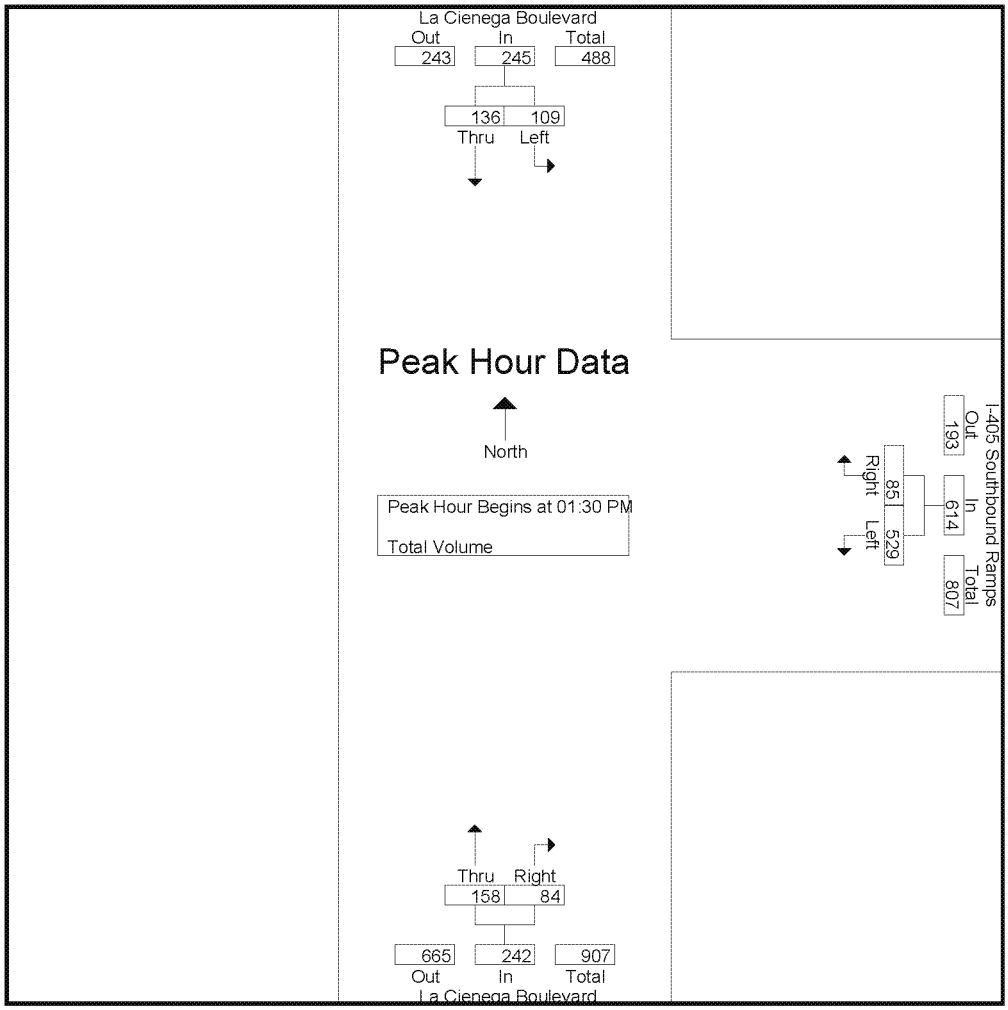
City of Los Angeles
N/S: La Cienega Boulevard
E/W: I-405 Southbound Ramps
Weather: Clear

File Name : LACLC405SSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM			01:30 PM			01:15 PM		
+0 mins.	**30**	29	59	100	**25**	125	35	**33**	68
+15 mins.	30	32	62	116	13	129	43	20	63
+30 mins.	26	34	60	153	23	176	38	27	65
+45 mins.	23	**41**	**64**	**160**	24	**184**	**49**	24	**73**
Total Volume	109	136	245	529	85	614	165	104	269
% App. Total	44.5	55.5		86.2	13.8		61.3	38.7	
PHF	.908	.829	.957	.827	.850	.834	.842	.788	.921

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City of Hawthorne
N/S: La Cienega Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHLCELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	La Cienega Boulevard Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	264	94	358	160	43	203	19	524	543	1104
04:15 PM	239	129	368	168	27	195	18	483	501	1064
04:30 PM	227	116	343	137	29	166	19	538	557	1066
04:45 PM	249	116	365	177	38	215	31	523	554	1134
Total	979	455	1434	642	137	779	87	2068	2155	4368
05:00 PM	273	104	377	119	41	160	18	519	537	1074
05:15 PM	253	107	360	166	29	195	23	472	495	1050
05:30 PM	258	123	381	162	48	210	25	516	541	1132
05:45 PM	278	131	409	151	35	186	24	489	513	1108
Total	1062	465	1527	598	153	751	90	1996	2086	4364
Grand Total	2041	920	2961	1240	290	1530	177	4064	4241	8732
Apprch %	68.9	31.1		81	19		4.2	95.8		
Total %	23.4	10.5	33.9	14.2	3.3	17.5	2	46.5	48.6	

	La Cienega Boulevard Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	249	116	365	**177**	38	**215**	**31**	**523**	**554**	**1134**
05:00 PM	**273**	104	377	119	41	160	18	519	537	1074
05:15 PM	253	107	360	166	29	195	23	472	495	1050
05:30 PM	258	**123**	**381**	162	**48**	210	25	516	541	1132
Total Volume	1033	450	1483	624	156	780	97	2030	2127	4390
% App. Total	69.7	30.3		80	20		4.6	95.4		
PHF	.946	.915	.973	.881	.813	.907	.782	.970	.960	.968

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City of Hawthorne
N/S: La Cienega Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHLCELPM
Site Code : 10516271
Start Date : 5/12/2016
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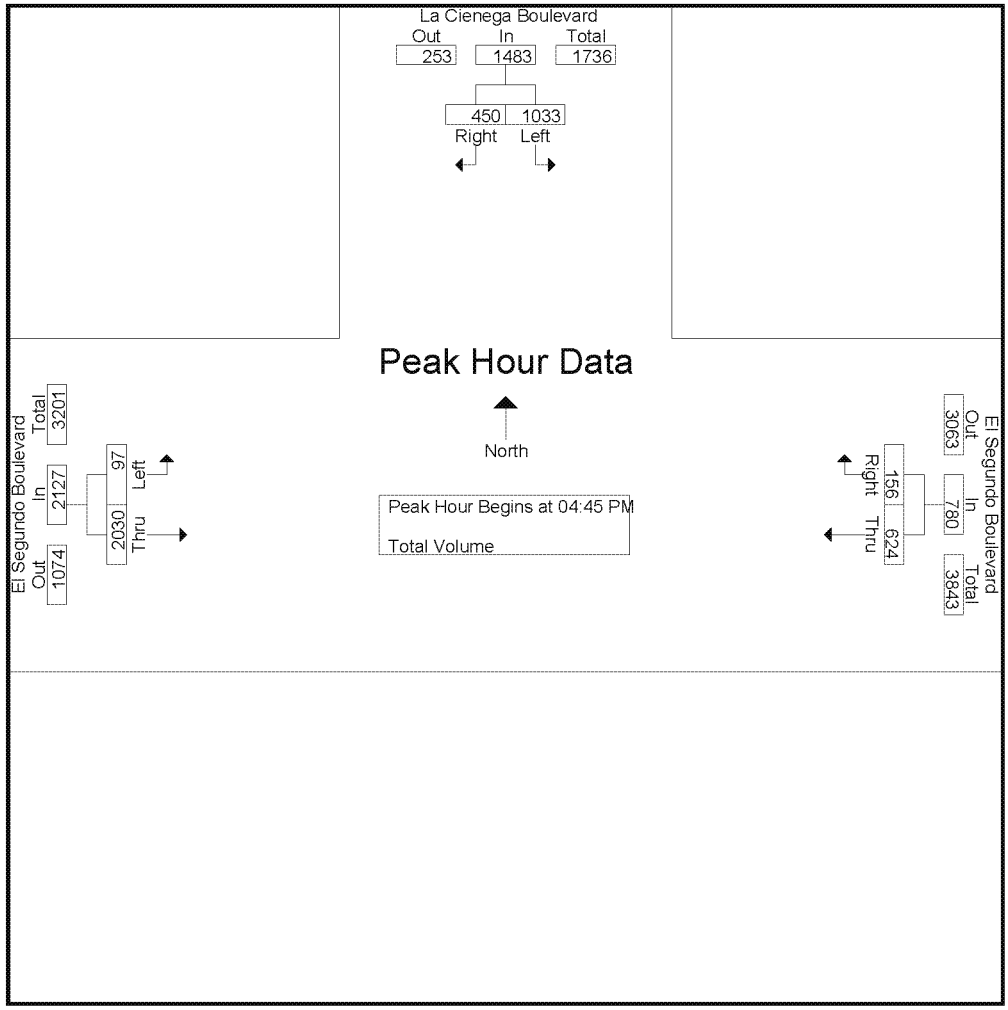

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:00 PM		
+0 mins.	273	104	377	**177**	38	**215**	19	524	543
+15 mins.	253	107	360	119	41	160	18	483	501
+30 mins.	258	123	381	166	29	195	19	**538**	**557**
+45 mins.	**278**	**131**	**409**	162	**48**	210	**31**	523	554
Total Volume	1062	465	1527	624	156	780	87	2068	2155
% App. Total	69.5	30.5		80	20		4	96	
PHF	.955	.887	.933	.881	.813	.907	.702	.961	.967

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City of Hawthorne
N/S: La Cienega Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHLCELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	La Cienega Boulevard Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
12:30 PM	61	47	108	152	51	203	10	191	201	512
12:45 PM	83	40	123	135	43	178	19	162	181	482
Total	144	87	231	287	94	381	29	353	382	994
01:00 PM	68	47	115	154	58	212	7	158	165	492
01:15 PM	86	47	133	148	57	205	13	166	179	517
01:30 PM	70	56	126	161	50	211	15	191	206	543
01:45 PM	78	59	137	154	64	218	10	232	242	597
Total	302	209	511	617	229	846	45	747	792	2149
02:00 PM	114	66	180	139	57	196	10	200	210	586
02:15 PM	124	77	201	143	28	171	11	220	231	603
Grand Total	684	439	1123	1186	408	1594	95	1520	1615	4332
Apprch %	60.9	39.1		74.4	25.6		5.9	94.1		
Total %	15.8	10.1	25.9	27.4	9.4	36.8	2.2	35.1	37.3	

	La Cienega Boulevard Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:30 PM										
01:30 PM	70	56	126	**161**	50	211	**15**	191	206	543
01:45 PM	78	59	137	154	**64**	**218**	10	**232**	**242**	597
02:00 PM	114	66	180	139	57	196	10	200	210	586
02:15 PM	**124**	**77**	**201**	143	28	171	11	220	231	**603**
Total Volume	386	258	644	597	199	796	46	843	889	2329
% App. Total	59.9	40.1		75	25		5.2	94.8		
PHF	.778	.838	.801	.927	.777	.913	.767	.908	.918	.966

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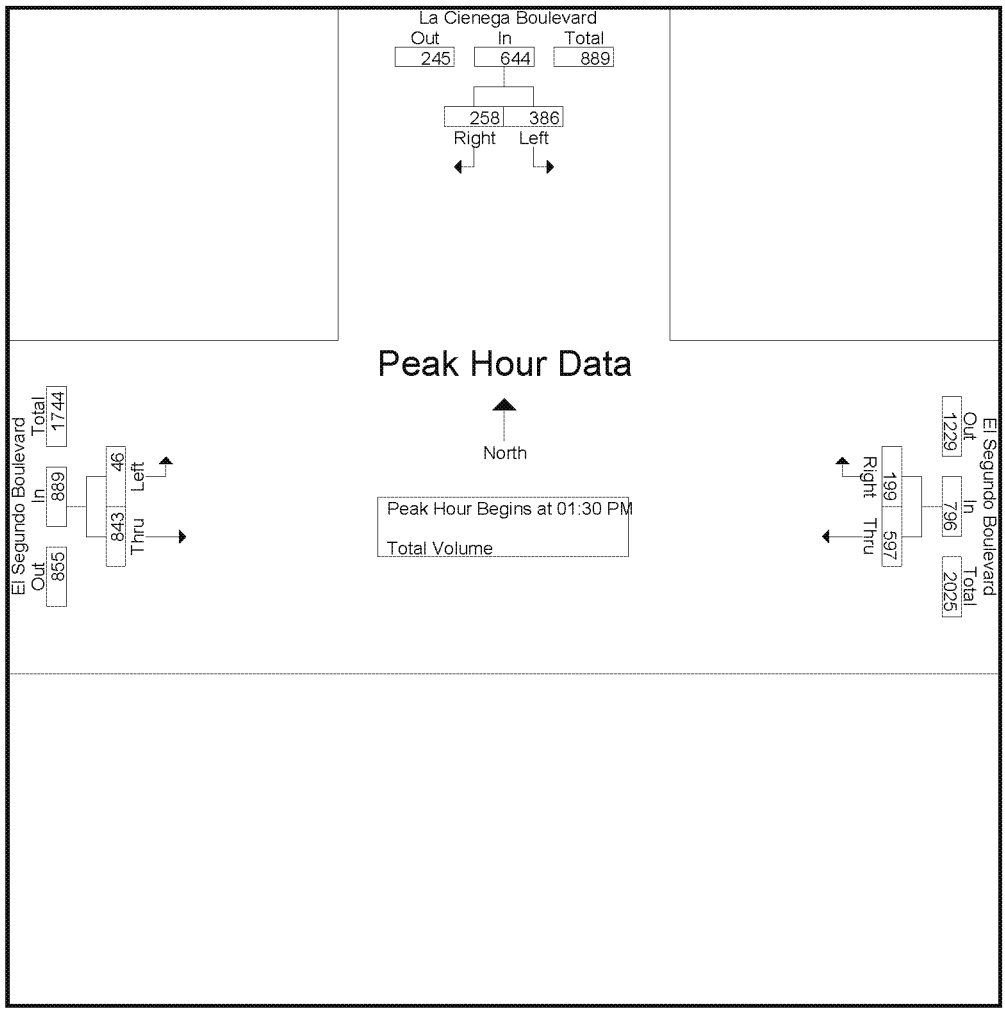
City of Hawthorne
N/S: La Cienega Boulevard
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTHLCELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM			01:00 PM			01:30 PM		
+0 mins.	70	56	126	154	58	212	**15**	191	206
+15 mins.	78	59	137	148	57	205	10	**232**	**242**
+30 mins.	114	66	180	**161**	50	211	10	200	210
+45 mins.	**124**	**77**	**201**	154	**64**	**218**	11	220	231
Total Volume	386	258	644	617	229	846	46	843	889
% App. Total	59.9	40.1		72.9	27.1		5.2	94.8	
PHF	.778	.838	.801	.958	.895	.970	.767	.908	.918

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City of Hawthorne
N/S: I-405 Northbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405NELPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	El Segundo Boulevard Westbound			I-405 Northbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	234	234	82	52	134	644	139	783	1151
04:15 PM	0	200	200	87	44	131	590	128	718	1049
04:30 PM	0	163	163	75	60	135	621	137	758	1056
04:45 PM	0	200	200	81	56	137	668	111	779	1116
Total	0	797	797	325	212	537	2523	515	3038	4372
05:00 PM	0	171	171	72	59	131	624	163	787	1089
05:15 PM	0	194	194	81	57	138	574	145	719	1051
05:30 PM	0	186	186	85	48	133	651	128	779	1098
05:45 PM	0	194	194	68	40	108	613	158	771	1073
Total	0	745	745	306	204	510	2462	594	3056	4311
Grand Total	0	1542	1542	631	416	1047	4985	1109	6094	8683
Apprch %	0	100		60.3	39.7		81.8	18.2		
Total %	0	17.8	17.8	7.3	4.8	12.1	57.4	12.8	70.2	

	El Segundo Boulevard Westbound			I-405 Northbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**234**	**234**	82	52	134	644	**139**	**783**	**1151**
04:15 PM	0	200	200	**87**	44	131	590	128	718	1049
04:30 PM	0	163	163	75	**60**	135	621	137	758	1056
04:45 PM	0	200	200	81	56	**137**	**668**	111	779	1116
Total Volume	0	797	797	325	212	537	2523	515	3038	4372
% App. Total	0	100		60.5	39.5		83	17		
PHF	.000	.851	.851	.934	.883	.980	.944	.926	.970	.950

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City of Hawthorne
N/S: I-405 Northbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405NELPM
Site Code : 10516271
Start Date : 5/12/2016
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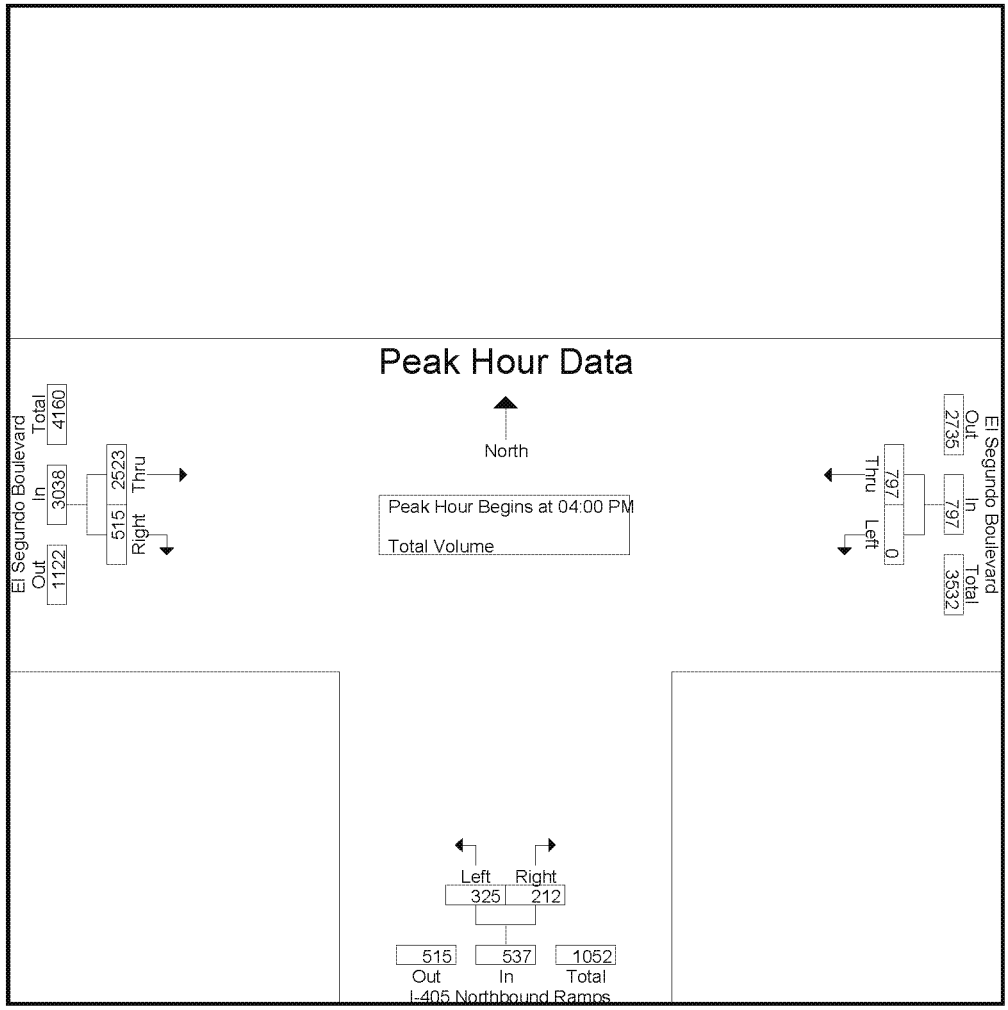

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	0	**234**	**234**	75	**60**	135	**668**	111	779
+15 mins.	0	200	200	**81**	56	137	624	**163**	**787**
+30 mins.	0	163	163	72	59	131	574	145	719
+45 mins.	0	200	200	81	57	**138**	651	128	779
Total Volume	0	797	797	309	232	541	2517	547	3064
% App. Total	0	100		57.1	42.9		82.1	17.9	
PHF	.000	.851	.851	.954	.967	.980	.942	.839	.973

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City of Hawthorne
N/S: I-405 Northbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405NELSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	El Segundo Boulevard Westbound			I-405 Northbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:30 PM	0	205	205	65	40	105	183	74	257	567
12:45 PM	0	171	171	75	53	128	188	64	252	551
Total	0	376	376	140	93	233	371	138	509	1118
01:00 PM	0	184	184	84	33	117	167	51	218	519
01:15 PM	0	188	188	81	31	112	193	52	245	545
01:30 PM	0	223	223	77	35	112	218	50	268	603
01:45 PM	0	204	204	80	41	121	246	65	311	636
Total	0	799	799	322	140	462	824	218	1042	2303
02:00 PM	0	175	175	74	38	112	244	66	310	597
02:15 PM	0	208	208	82	31	113	264	81	345	666
Grand Total	0	1558	1558	618	302	920	1703	503	2206	4684
Apprch %	0	100		67.2	32.8		77.2	22.8		
Total %	0	33.3	33.3	13.2	6.4	19.6	36.4	10.7	47.1	

	El Segundo Boulevard Westbound			I-405 Northbound Ramps Northbound			El Segundo Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:30 PM										
01:30 PM	0	**223**	**223**	77	35	112	218	50	268	603
01:45 PM	0	204	204	80	**41**	**121**	246	65	311	636
02:00 PM	0	175	175	74	38	112	244	66	310	597
02:15 PM	0	208	208	**82**	31	113	**264**	**81**	**345**	**666**
Total Volume	0	810	810	313	145	458	972	262	1234	2502
% App. Total	0	100		68.3	31.7		78.8	21.2		
PHF	.000	.908	.908	.954	.884	.946	.920	.809	.894	.939

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City of Hawthorne
N/S: I-405 Northbound Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : HTH405NELSAT
Site Code : 10516271
Start Date : 5/14/2016
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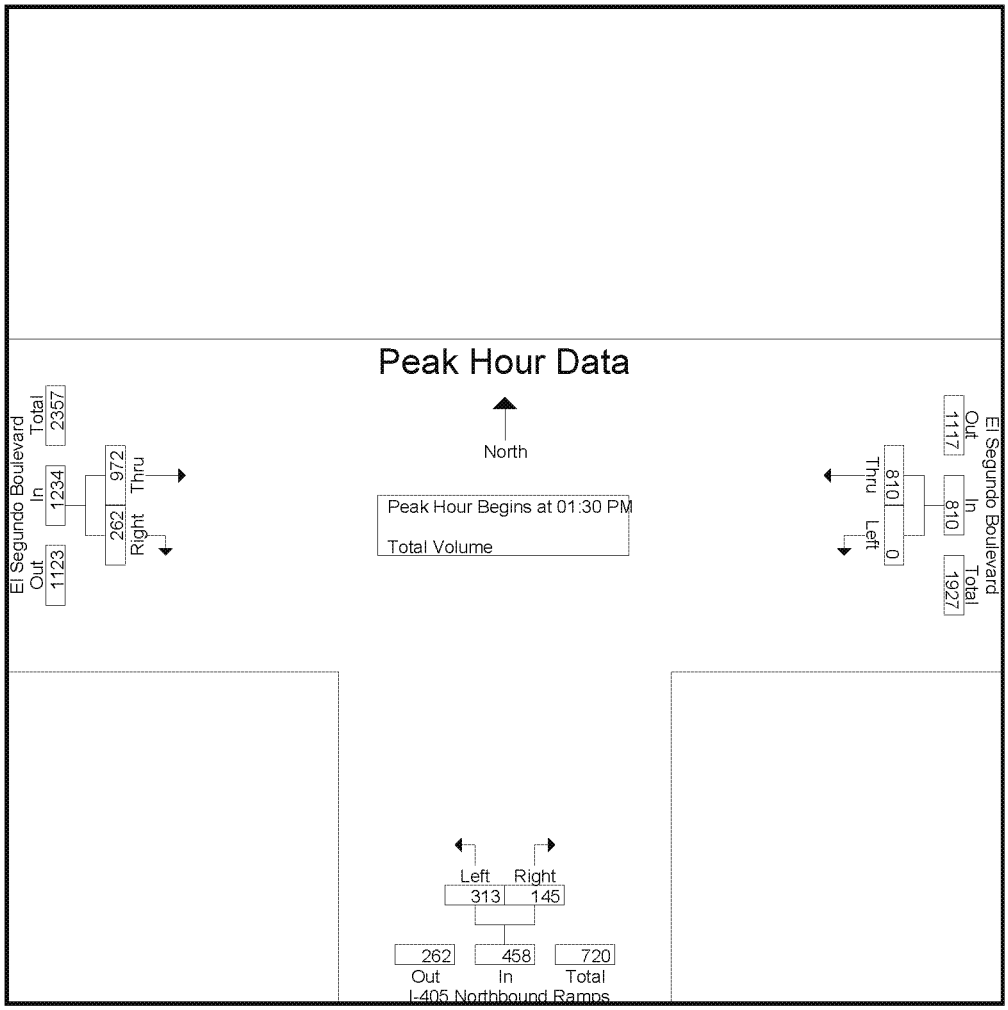

Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM			12:45 PM			01:30 PM		
+0 mins.	0	**223**	**223**	75	**53**	**128**	218	50	268
+15 mins.	0	204	204	**84**	33	117	246	65	311
+30 mins.	0	175	175	81	31	112	244	66	310
+45 mins.	0	208	208	77	35	112	**264**	**81**	**345**
Total Volume	0	810	810	317	152	469	972	262	1234
% App. Total	0	100		67.6	32.4		78.8	21.2	
PHF	.000	.908	.908	.943	.717	.916	.920	.809	.894

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City of El Segundo
N/S: Water Treatment DW/Public Storage
E/W: Hughes Way
Weather: Clear

File Name : ESGWAHUPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 1

Groups Printed- Total Volume

	Water Treatment Driveway Southbound				Hughes Way Westbound				Public Storage Driveway Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	20	20	0	70	0	70	0	0	0	0	0	34	0	34	124
04:15 PM	0	0	12	12	0	60	0	60	0	0	0	0	0	33	0	33	105
04:30 PM	0	0	6	6	0	59	1	60	0	0	0	0	0	36	0	36	102
04:45 PM	0	0	9	9	0	48	0	48	0	0	0	0	0	37	0	37	94
Total	0	0	47	47	0	237	1	238	0	0	0	0	0	140	0	140	425
05:00 PM	0	0	14	14	0	63	1	64	0	0	0	0	0	60	0	60	138
05:15 PM	0	0	9	9	0	59	0	59	0	0	0	0	0	47	0	47	115
05:30 PM	0	0	13	13	0	91	0	91	0	0	0	0	0	66	0	66	170
05:45 PM	0	0	4	4	0	87	2	89	0	0	0	0	0	49	0	49	142
Total	0	0	40	40	0	300	3	303	0	0	0	0	0	222	0	222	565
Grand Total	0	0	87	87	0	537	4	541	0	0	0	0	0	362	0	362	990
Apprch %	0	0	100		0	99.3	0.7		0	0	0		0	100	0		
Total %	0	0	8.8	8.8	0	54.2	0.4	54.6	0	0	0	0	0	36.6	0	36.6	

	Water Treatment Driveway Southbound				Hughes Way Westbound				Public Storage Driveway Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**14**	**14**	0	63	1	64	0	0	0	0	0	60	0	60	138
05:15 PM	0	0	9	9	0	59	0	59	0	0	0	0	0	47	0	47	115
05:30 PM	0	0	13	13	0	**91**	0	**91**	0	0	0	0	0	**66**	0	**66**	**170**
05:45 PM	0	0	4	4	0	87	**2**	89	0	0	0	0	0	49	0	49	142
Total Volume	0	0	40	40	0	300	3	303	0	0	0	0	0	222	0	222	565
% App. Total	0	0	100		0	99	1		0	0	0		0	100	0		
PHF	.000	.000	.714	.714	.000	.824	.375	.832	.000	.000	.000	.000	.000	.841	.000	.841	.831

Counts Unlimited
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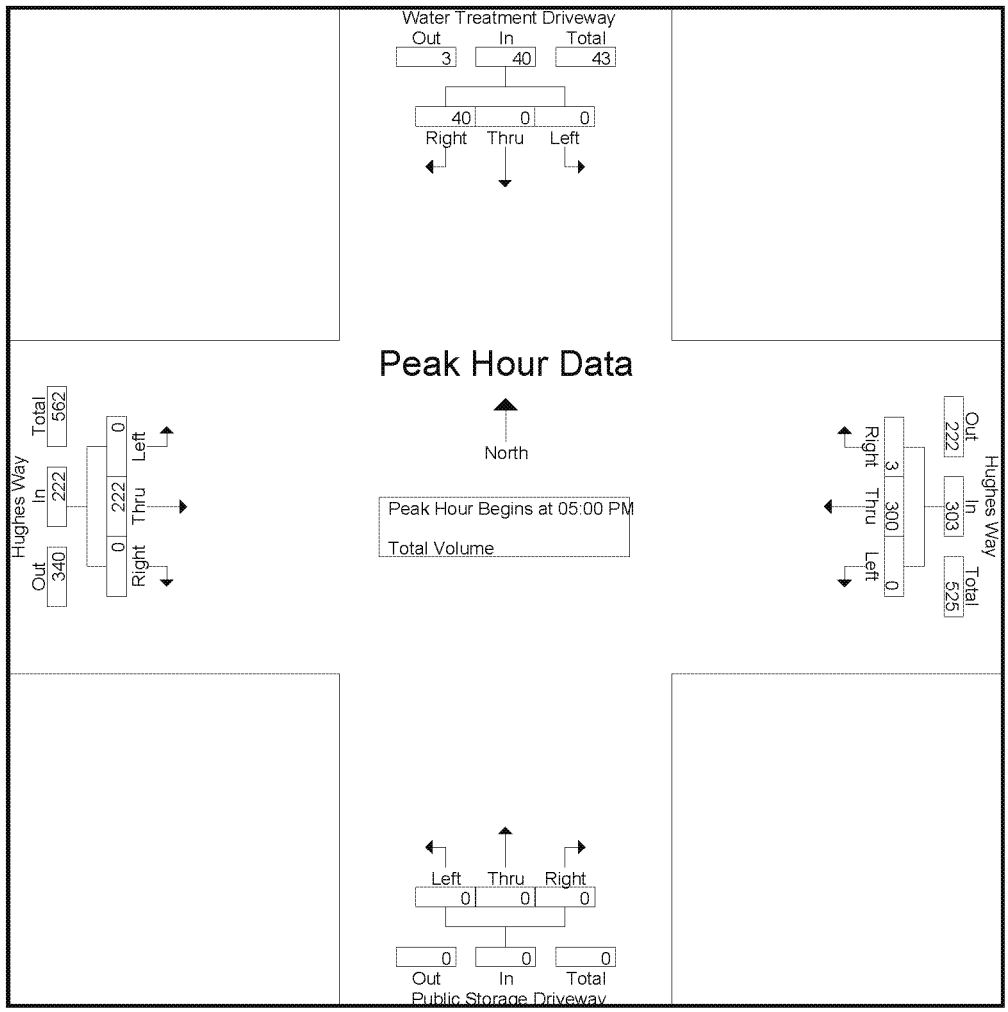
Corona, CA 92878
(951) 268-6268

City of El Segundo
N/S: Water Treatment DW/Public Storage
E/W: Hughes Way
Weather: Clear

File Name : ESGWAHUPM
Site Code : 10516271
Start Date : 5/12/2016
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	**20**	**20**	0	63	1	64	0	0	0	0	0	60	0	60
+15 mins.	0	0	12	12	0	59	0	59	0	0	0	0	0	47	0	47
+30 mins.	0	0	6	6	0	**91**	0	**91**	0	0	0	0	0	**66**	0	**66**
+45 mins.	0	0	9	9	0	87	**2**	89	0	0	0	0	0	49	0	49
Total Volume	0	0	47	47	0	300	3	303	0	0	0	0	0	222	0	222
% App. Total	0	0	100		0	99	1		0	0	0		0	100	0	
PHF	.000	.000	.588	.588	.000	.824	.375	.832	.000	.000	.000	.000	.000	.841	.000	.841

Counts Unlimited, Inc.
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(951) 268-6268

City of El Segundo
N/S: Water Treatment DW/Public Storage
E/W: Hughes Way
Weather: Clear

File Name : ESGWAHUSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 1

Groups Printed- Total Volume

	Water Treatment Driveway Southbound				Hughes Way Westbound				Public Storage Driveway Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:30 PM	0	0	4	4	0	41	0	41	0	0	0	0	0	29	0	29	74
12:45 PM	0	0	5	5	0	36	0	36	0	0	0	0	0	20	0	20	61
Total	0	0	9	9	0	77	0	77	0	0	0	0	0	49	0	49	135
01:00 PM	0	0	5	5	0	25	0	25	0	0	0	0	0	21	0	21	51
01:15 PM	0	0	5	5	0	35	0	35	0	0	0	0	0	32	0	32	72
01:30 PM	0	0	5	5	0	30	0	30	0	0	0	0	0	36	0	36	71
01:45 PM	0	0	4	4	0	42	0	42	0	0	0	0	0	23	0	23	69
Total	0	0	19	19	0	132	0	132	0	0	0	0	0	112	0	112	263
02:00 PM	0	0	8	8	0	32	0	32	0	0	0	0	0	24	0	24	64
02:15 PM	0	0	6	6	0	23	0	23	0	0	0	0	0	24	0	24	53
Grand Total	0	0	42	42	0	264	0	264	0	0	0	0	0	209	0	209	515
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	8.2	8.2	0	51.3	0	51.3	0	0	0	0	0	40.6	0	40.6	

	Water Treatment Driveway Southbound				Hughes Way Westbound				Public Storage Driveway Northbound				Hughes Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	0	0	5	5	0	35	0	35	0	0	0	0	0	32	0	32	**72**
01:30 PM	0	0	5	5	0	30	0	30	0	0	0	0	0	**36**	0	**36**	71
01:45 PM	0	0	4	4	0	**42**	0	**42**	0	0	0	0	0	23	0	23	69
02:00 PM	0	0	**8**	**8**	0	32	0	32	0	0	0	0	0	24	0	24	64
Total Volume	0	0	22	22	0	139	0	139	0	0	0	0	0	115	0	115	276
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.688	.688	.000	.827	.000	.827	.000	.000	.000	.000	.000	.799	.000	.799	.958

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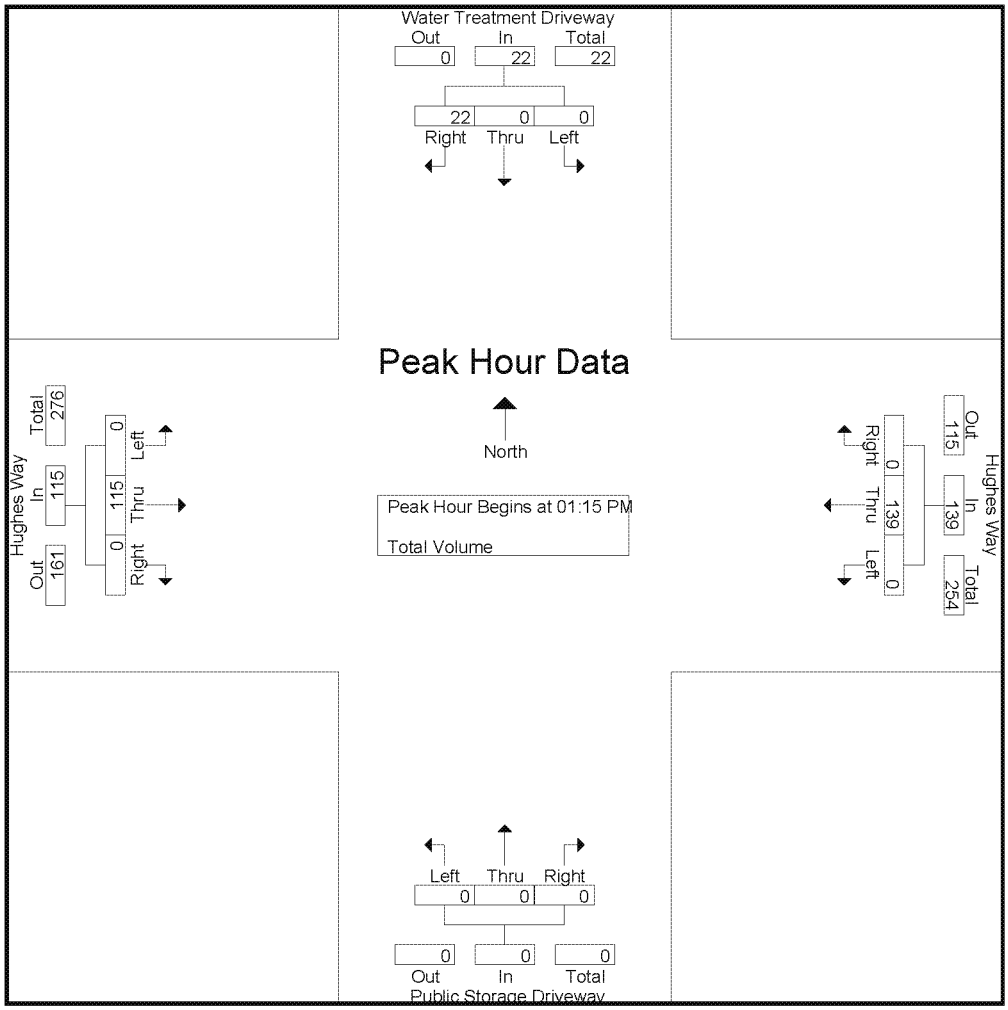
File Name : ESGWAHUSAT
Site Code : 10516271
Start Date : 5/14/2016
Page No : 2



Peak Hour Analysis From 12:30 PM to 02:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM				01:15 PM				12:30 PM				01:15 PM			
+0 mins.	0	0	5	5	0	35	0	35	0	0	0	0	0	32	0	32
+15 mins.	0	0	4	4	0	30	0	30	0	0	0	0	0	**36**	0	**36**
+30 mins.	0	0	**8**	**8**	0	**42**	0	**42**	0	0	0	0	0	23	0	23
+45 mins.	0	0	6	6	0	32	0	32	0	0	0	0	0	24	0	24
Total Volume	0	0	23	23	0	139	0	139	0	0	0	0	0	115	0	115
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.719	.719	.000	.827	.000	.827	.000	.000	.000	.000	.000	.799	.000	.799

Appendix C

LOS Analysis Sheets

Existing Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX PM
Command:	EX PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	16	Average Delay (sec/veh):	38.2
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.46	0.54		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5857	921		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.26	0.26		0.05	0.33	0.05		0.08	0.16	0.23		0.12	0.10	0.12	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.10	0.39	0.39		0.07	0.36	0.36		0.15	0.25	0.25		0.13	0.23	0.23	
Volume/Cap:	0.91	0.66	0.66		0.66	0.91	0.14		0.53	0.64	0.91		0.91	0.46	0.53	
Delay/Veh:	70.8	25.6	25.6		51.1	35.8	21.6		41.3	35.2	60.6		65.0	33.7	35.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.8	25.6	25.6		51.1	35.8	21.6		41.3	35.2	60.6		65.0	33.7	35.5	
LOS by Move:	E	C	C		D	D	C		D	D	E		E	C	D	
HCM2k95thQ:	15	23	23		8	37	4		9	17	26		18	11	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 16 Average Delay (sec/veh): 16.9
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 1	0	0	1! 0	0	2	1	0	0 1
Volume Module:																
Base Vol:	1	1778	18	184	2766	12	90	0	72	181	0	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	1778	18	184	2766	12	90	0	72	181	0	140				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	1778	0	184	2766	12	90	0	72	181	0	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	1778	0	184	2766	12	90	0	72	181	0	140				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	1778	0	184	2766	12	90	0	72	181	0	140				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	0.92	0.91	0.85	0.91	1.00	0.91	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	0.56	0.00	0.44	3.00	0.00	1.00				
Final Sat.:	1805	6916	1900	3502	6916	1615	965	0	772	5264	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00	0.05	0.40	0.01	0.09	0.00	0.09	0.03	0.00	0.09				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.00	0.53	0.00	0.11	0.64	0.64	0.15	0.00	0.15	0.05	0.00	0.16				
Volume/Cap:	0.63	0.49	0.00	0.49	0.63	0.01	0.63	0.00	0.63	0.63	0.00	0.53				
Delay/Veh:	345.0	15.0	0.0	43.0	11.3	6.7	44.9	0.0	44.9	50.7	0.0	40.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	345.0	15.0	0.0	43.0	11.3	6.7	44.9	0.0	44.9	50.7	0.0	40.5				
LOS by Move:	F	B	A	D	B	A	D	A	D	D	A	D				
HCM2k95thQ:	1	18	0	7	26	0	11	0	11	6	0	9				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1729	400	84	2919	0	0	0	0	459	0	98				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1729	400	84	2919	0	0	0	0	459	0	98				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25	0.02	0.42	0.00	0.00	0.00	0.00	0.13	0.00	0.06				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.61	0.82	0.06	0.67	0.00	0.00	0.00	0.00	0.21	0.00	0.27				
Volume/Cap:	0.00	0.41	0.30	0.41	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.23				
Delay/Veh:	0.0	10.1	2.3	46.7	9.6	0.0	0.0	0.0	0.0	37.8	0.0	28.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	10.1	2.3	46.7	9.6	0.0	0.0	0.0	0.0	37.8	0.0	28.8				
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C				
HCM2k95thQ:	0	14	6	4	25	0	0	0	0	14	0	5				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 16 Average Delay (sec/veh): 41.5
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	293	1280	225	533	2393	503	272	459	167	486	606	536				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	293	1280	225	533	2393	503	272	459	167	486	606	536				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	293	1280	225	533	2393	503	272	459	167	486	606	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	293	1280	225	533	2393	503	272	459	167	486	606	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	293	1280	225	533	2393	503	272	459	167	486	606	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3502	6916	1615	3502	5187	1615	3502	5187	1615	3502	3610	1900				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19	0.14	0.15	0.46	0.31	0.08	0.09	0.10	0.14	0.17	0.00				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.09	0.32	0.47	0.26	0.49	0.49	0.08	0.11	0.11	0.15	0.18	0.00				
Volume/Cap:	0.94	0.58	0.30	0.58	0.94	0.64	0.94	0.79	0.93	0.93	0.94	0.00				
Delay/Veh:	81.0	29.0	16.7	33.1	32.0	20.6	83.0	50.8	90.8	65.0	62.6	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	81.0	29.0	16.7	33.1	32.0	20.6	83.0	50.8	90.8	65.0	62.6	0.0				
LOS by Move:	F	C	B	C	C	C	F	D	F	E	E	A				
HCM2k95thQ:	15	18	8	15	49	22	14	14	16	21	25	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 Average Delay (sec/veh): 19.6
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0	3	0 0	2	0	0	1 0	1	0	1!	0 1
Volume Module:																
Base Vol:	0	1513	64	196	2477	0	178	74	28	84	0	191				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1513	64	196	2477	0	178	74	28	84	0	191				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1513	64	196	2477	0	178	74	28	84	0	191				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1513	64	196	2477	0	178	74	28	84	0	191				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1513	64	196	2477	0	178	74	28	84	0	191				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.95	0.91	1.00	0.92	0.96	0.96	0.88	1.00	0.88				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	0.73	0.27	1.31	0.00	1.69				
Final Sat.:	0	5187	1615	1805	5187	0	3502	1322	500	2189	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.04	0.11	0.48	0.00	0.05	0.06	0.06	0.04	0.00	0.07				
Crit Moves:	****				****				****			****				
Green/Cycle:	0.00	0.49	0.49	0.18	0.67	0.00	0.08	0.08	0.08	0.09	0.00	0.09				
Volume/Cap:	0.00	0.60	0.08	0.60	0.72	0.00	0.65	0.72	0.72	0.41	0.00	0.72				
Delay/Veh:	0.0	19.0	13.8	40.7	11.3	0.0	50.2	60.8	60.8	43.1	0.0	50.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	19.0	13.8	40.7	11.3	0.0	50.2	60.8	60.8	43.1	0.0	50.3				
LOS by Move:	A	B	B	D	B	A	D	E	E	D	A	D				
HCM2k95thQ:	0	23	2	12	32	0	8	9	9	5	0	10				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 16 Average Delay (sec/veh): 13.7
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	1532	114		55	2548	15		10	11	30		160	5	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.89	0.89		0.95	0.95	0.85	
Lanes:	1.00	3.72	0.28		1.00	2.98	0.02		1.00	0.27	0.73		1.94	0.06	1.00	
Final Sat.:	1805	6373	474		1805	5151	30		1805	454	1237		3515	110	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.24		0.03	0.49	0.49		0.01	0.02	0.02		0.05	0.05	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.01	0.63	0.63		0.08	0.69	0.69		0.03	0.03	0.03		0.10	0.10	0.10	
Volume/Cap:	0.71	0.38	0.38		0.38	0.71	0.71		0.16	0.71	0.71		0.45	0.45	0.71	
Delay/Veh:	121.4	9.3	9.3		45.4	10.1	10.1		48.2	82.5	82.5		43.2	43.2	57.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	121.4	9.3	9.3		45.4	10.1	10.1		48.2	82.5	82.5		43.2	43.2	57.4	
LOS by Move:	F	A	A		D	B	B		D	F	F		D	D	E	
HCM2k95thQ:	3	13	13		4	31	31		1	5	5		6	6	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 16 Average Delay (sec/veh): 35.2
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	154	1507	135		313	2282	136		115	392	36		239	334	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	154	1507	135		313	2282	136		115	392	36		239	334	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	154	1507	135		313	2282	136		115	392	36		239	334	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	1507	135		313	2282	136		115	392	36		239	334	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	154	1507	135		313	2282	136		115	392	36		239	334	140	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.94	0.94		0.92	1.00	0.85	
Lanes:	1.00	2.75	0.25		2.00	3.00	1.00		1.00	1.83	0.17		2.00	1.00	1.00	
Final Sat.:	1805	4703	421		3502	5187	1615		1805	3263	300		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.32	0.32		0.09	0.44	0.08		0.06	0.12	0.12		0.07	0.18	0.09	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.45	0.45		0.13	0.48	0.48		0.07	0.17	0.17		0.10	0.19	0.32	
Volume/Cap:	0.91	0.71	0.71		0.71	0.91	0.17		0.91	0.72	0.72		0.72	0.91	0.27	
Delay/Veh:	89.1	23.2	23.2		47.3	29.3	14.7		99.6	43.5	43.5		51.2	65.5	25.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	89.1	23.2	23.2		47.3	29.3	14.7		99.6	43.5	43.5		51.2	65.5	25.7	
LOS by Move:	F	C	C		D	C	B		F	D	D		D	E	C	
HCM2k95thQ:	15	28	28		12	45	5		12	15	15		10	25	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): 5.0
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	1!	0	0	0	1!	0	0
Volume Module:																		
Base Vol:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1663	40		3	2418	0		1	2	8		65	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1663	40		3	2418	0		1	2	8		65	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.88	0.88	0.88		0.72	1.00	0.72	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.09	0.18	0.73		0.88	0.00	0.12	
Final Sat.:	0	5050	121		1805	5187	0		152	304	1216		1202	0	166	
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.33	0.33		0.00	0.47	0.00		0.01	0.01	0.01		0.05	0.00	0.05	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.78	0.78		0.79	0.79	0.00		0.09	0.09	0.09		0.09	0.00	0.09	
Volume/Cap:	0.00	0.42	0.42		0.04	0.59	0.00		0.07	0.07	0.07		0.59	0.00	0.59	
Delay/Veh:	0.0	3.5	3.5		2.4	4.4	0.0		41.7	41.7	41.7		50.9	0.0	50.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	3.5	3.5		2.4	4.4	0.0		41.7	41.7	41.7		50.9	0.0	50.9	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	A	D	
HCM2k95thQ:	0	12	12		0	20	0		1	1	1		6	0	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 16 Average Delay (sec/veh): 45.9
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	1215	168		136	2100	111		204	579	137		244	541	157	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.89	0.89		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.64	0.36		2.00	2.85	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4475	619		3502	4892	259		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.27	0.27		0.04	0.43	0.43		0.11	0.16	0.08		0.14	0.15	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.10	0.47	0.47		0.07	0.44	0.44		0.13	0.16	0.16		0.14	0.17	0.24	
Volume/Cap:	0.98	0.58	0.58		0.58	0.98	0.98		0.87	0.98	0.52		0.98	0.87	0.41	
Delay/Veh:	105.7	19.6	19.6		48.7	42.1	42.1		70.6	73.4	40.0		94.1	53.1	32.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	105.7	19.6	19.6		48.7	42.1	42.1		70.6	73.4	40.0		94.1	53.1	32.7	
LOS by Move:	F	B	B		D	D	D		E	E	D		F	D	C	
HCM2k95thQ:	17	21	21		6	50	50		17	25	9		22	21	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 Average Delay (sec/veh): 5.0
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	4	1499	14	65	2384	15	42	38	20	29	20	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	1499	14	65	2384	15	42	38	20	29	20	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.05	0.91	0.91	0.15	0.91	0.91	0.82	0.82	0.82	0.77	0.77	0.85				
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	0.42	0.38	0.20	0.59	0.41	1.00				
Final Sat.:	95	5134	48	287	5149	32	651	589	310	870	600	1615				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.29	0.29	0.23	0.46	0.46	0.06	0.06	0.06	0.03	0.03	0.02				
Crit Moves:					****			****								
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11	0.11	0.11	0.11	0.11				
Volume/Cap:	0.05	0.36	0.36	0.28	0.57	0.57	0.57	0.57	0.57	0.30	0.30	0.15				
Delay/Veh:	2.2	2.7	2.7	3.1	3.6	3.6	46.7	46.7	46.7	41.7	41.7	40.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	2.2	2.7	2.7	3.1	3.6	3.6	46.7	46.7	46.7	41.7	41.7	40.4				
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D				
HCM2k95thQ:	0	9	9	2	19	19	8	8	8	3	3	2				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 12 Average Delay (sec/veh): 11.0
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	1393	20	23	2261	33	97	96	67	28	67	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	1393	20	23	2261	33	97	96	67	28	67	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.59	0.94	0.94	0.45	0.94	0.94				
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	1.00	0.59	0.41	1.00	0.57	0.43				
Final Sat.:	1805	5103	73	1805	5102	74	1121	1050	733	859	1018	760				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.27	0.01	0.44	0.44	0.09	0.09	0.09	0.03	0.07	0.07				
Crit Moves:	****				****			****								
Green/Cycle:	0.01	0.70	0.70	0.03	0.72	0.72	0.15	0.15	0.15	0.15	0.15	0.15				
Volume/Cap:	0.62	0.39	0.39	0.39	0.62	0.62	0.58	0.62	0.62	0.22	0.44	0.44				
Delay/Veh:	90.8	6.3	6.3	51.6	7.4	7.4	44.9	44.2	44.2	38.4	40.0	40.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	90.8	6.3	6.3	51.6	7.4	7.4	44.9	44.2	44.2	38.4	40.0	40.0				
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D				
HCM2k95thQ:	3	13	13	2	24	24	7	11	11	2	7	7				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): 6.8
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1
Volume Module:																
Base Vol:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	1388	15		37	2369	14		16	17	22		34	19	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	1388	15		37	2369	14		16	17	22		34	19	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.83	0.83	0.83		0.82	0.89	0.89	
Lanes:	1.00	2.97	0.03		1.00	2.98	0.02		0.29	0.31	0.40		1.00	0.28	0.72	
Final Sat.:	1805	5121	55		1805	5151	30		458	486	629		1552	474	1221	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.27		0.02	0.46	0.46		0.03	0.03	0.03		0.02	0.04	0.04	
Crit Moves:	****					****								****		
Green/Cycle:	0.02	0.75	0.75		0.06	0.79	0.79		0.07	0.07	0.07		0.07	0.07	0.07	
Volume/Cap:	0.58	0.36	0.36		0.36	0.58	0.58		0.51	0.51	0.51		0.32	0.58	0.58	
Delay/Veh:	70.3	4.2	4.2		47.5	4.3	4.3		48.8	48.8	48.8		46.0	52.4	52.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.3	4.2	4.2		47.5	4.3	4.3		48.8	48.8	48.8		46.0	52.4	52.4	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	3	10	10		3	20	20		5	5	5		3	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 16 Average Delay (sec/veh): 30.1
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2
Volume Module:																
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	1000	323		471	1827	88		95	392	77		264	393	369	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.93	0.93		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.86	0.14		1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4914	237		1805	2942	578		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.19	0.20		0.13	0.37	0.37		0.05	0.13	0.13		0.08	0.11	0.23	
Crit Moves:	****					****				****				****		
Green/Cycle:	0.06	0.33	0.33		0.22	0.50	0.50		0.09	0.18	0.18		0.10	0.19	0.41	
Volume/Cap:	0.74	0.58	0.60		0.60	0.74	0.74		0.57	0.74	0.74		0.74	0.57	0.55	
Delay/Veh:	71.6	28.0	29.6		36.0	20.9	20.9		48.3	43.4	43.4		51.6	38.0	23.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.6	28.0	29.6		36.0	20.9	20.9		48.3	43.4	43.4		51.6	38.0	23.2	
LOS by Move:	E	C	C		D	C	C		D	D	D		D	D	C	
HCM2k95thQ:	8	18	17		14	31	31		7	16	16		11	12	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	45	56	118	287	16	61	22	1009	5	27	787	93				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	45	56	118	287	16	61	22	1009	5	27	787	93				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	45	56	118	287	16	61	22	1009	5	27	787	93				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	45	56	118	287	16	61	22	1009	5	27	787	93				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	45	56	118	287	16	61	22	1009	5	27	787	93				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	2.00	2.00	0.42	1.58	2.00	3.00	1.00	2.00	2.68	0.32				
Final Sat.:	1600	1600	3200	3200	665	2535	3200	4800	1600	3200	4293	507				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.04	0.04	0.09	0.02	0.02	0.01	0.21	0.00	0.01	0.18	0.18				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	6	41	111	481	24	80	55	1342	3	6	767	108				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	6	41	111	481	24	80	55	1342	3	6	767	108				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	6	41	111	481	24	80	55	1342	3	6	767	108				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.54	1.46	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.63	0.37				
Final Sat.:	3200	863	2337	3200	1600	1600	3200	4800	1600	3200	4208	592				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05	0.15	0.02	0.05	0.02	0.28	0.00	0.00	0.18	0.18				
Crit Moves:		****		****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	396	291		434	1146	60		24	1578	299		145	622	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	140	396	291		434	1146	60		24	1578	299		145	622	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.73	1.27		2.00	2.00	1.00		1.00	2.52	0.48		2.00	3.00	1.00	
Final Sat.:	3200	2767	2033		3200	3200	1600		1600	4035	765		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.14		0.14	0.36	0.04		0.02	0.39	0.39		0.05	0.13	0.08	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	1	1 1	1	0	3	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	622	331		140	1014	120		216	1902	254		547	674	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	175	622	331		140	1014	120		216	1902	254		547	674	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.53	0.47		2.00	2.80	0.20	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5646	754		3200	4481	319	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.21		0.09	0.32	0.08		0.14	0.34	0.34		0.17	0.15	0.15	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	4	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	15	2	22	347	8	84	37	2307	17	79	1185	67				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	15	2	22	347	8	84	37	2307	17	79	1185	67				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.38	0.05	0.57	0.79	0.02	0.19	1.00	4.00	1.00	1.00	2.84	0.16				
Final Sat.:	615	82	903	1265	29	306	1600	6400	1600	1600	4543	257				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02	0.22	0.27	0.27	0.02	0.36	0.01	0.05	0.26	0.26				
Crit Moves:	****				****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	8	Average Delay (sec/veh):	19.2
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	296	0	358	0	0	0	0	1720	966	0	1059	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	296	0	358	0	0	0	0	1720	966	0	1059	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	296	0	358	0	0	0	0	1720	966	0	1059	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	296	0	358	0	0	0	0	1720	966	0	1059	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	296	0	358	0	0	0	0	1720	966	0	1059	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.56	1.44	0.00	3.00	0.00				
Final Sat.:	2205	0	1207	0	0	0	0	4190	2353	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.20	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.53	0.00				
Volume/Cap:	0.35	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.38	0.00				
Delay/Veh:	21.9	0.0	31.1	0.0	0.0	0.0	0.0	19.5	19.5	0.0	13.7	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	21.9	0.0	31.1	0.0	0.0	0.0	0.0	19.5	19.5	0.0	13.7	0.0				
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	A				
HCM2k95thQ:	10	0	27	0	0	0	0	33	33	0	13	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1 1	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	220	34		230	560	0		0	0	0		964	0	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	220	34		230	560	0		0	0	0		964	0	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	220	34		230	560	0		0	0	0		964	0	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.93		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	2.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.69	0.00	0.31	
Final Sat.:	0	3538	1769		1805	5187	0		0	0	0		3009	0	544	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.02		0.13	0.11	0.00		0.00	0.00	0.00		0.32	0.00	0.39	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.09	0.09		0.19	0.19	0.00		0.00	0.00	0.00		0.59	0.00	0.59	
Volume/Cap:	0.00	0.66	0.20		0.66	0.56	0.00		0.00	0.00	0.00		0.54	0.00	0.66	
Delay/Veh:	0.0	47.9	41.9		41.9	37.2	0.0		0.0	0.0	0.0		12.5	0.0	14.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	47.9	41.9		41.9	37.2	0.0		0.0	0.0	0.0		12.5	0.0	14.6	
LOS by Move:	A	D	D		D	D	A		A	A	A		B	A	B	
HCM2k95thQ:	0	9	2		14	12	0		0	0	0		19	0	26	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0		1033	0	450		97	2030	0		0	624	156	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		1033	0	450		97	2030	0		0	624	156	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		1033	0	450		97	2030	0		0	624	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1033	0	450		97	2030	0		0	624	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		1033	0	450		97	2030	0		0	624	156	
OvlAdjVol:							256									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.40	0.60	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	3840	960	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.00	0.14		0.06	0.42	0.00		0.00	0.16	0.16	
OvlAdjV/S:							0.08									
Crit Moves:					****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	8	Average Delay (sec/veh):	10.8
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	325	0	212	0	0	0	0	2523	515	0	797	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	325	0	212	0	0	0	0	2523	515	0	797	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	325	0	212	0	0	0	0	2523	515	0	797	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	5057	1686	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.50	0.31	0.00	0.15	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.73	0.73	0.00	0.73	0.00				
Volume/Cap:	0.48	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.42	0.00	0.21	0.00				
Delay/Veh:	36.6	0.0	43.9	0.0	0.0	0.0	0.0	7.8	5.4	0.0	4.4	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	36.6	0.0	43.9	0.0	0.0	0.0	0.0	7.8	5.4	0.0	4.4	0.0				
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A				
HCM2k95thQ:	10	0	14	0	0	0	0	28	13	0	6	0				

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX PM
Command:	EX PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.46	0.54		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5531	869		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.27	0.27		0.05	0.35	0.05		0.09	0.18	0.23		0.13	0.12	0.12	
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	293	1280	225	533	2393	503	272	459	167	486	606	536				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	293	1280	225	533	2393	503	272	459	167	486	606	536				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	293	1280	225	533	2393	503	272	459	167	486	606	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	293	1280	225	533	2393	503	272	459	167	486	606	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	293	1280	225	533	2393	503	272	459	167	486	606	0				
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3200	6400	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.14	0.17	0.50	0.31	0.09	0.10	0.10	0.15	0.19	0.00				
OvlAdjV/S:			0.00													
Crit Moves:	****				****		****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS - EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 1	2	0	2	1 0	1	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	74	1000	323	471	1827	88	95	392	77	264	393	369				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	74	1000	323	471	1827	88	95	392	77	264	393	369				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	74	1000	323	471	1827	88	95	392	77	264	393	369				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	1000	323	471	1827	88	95	392	77	264	393	369				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	74	1000	323	471	1827	88	95	392	77	264	393	369				
OvlAdjVol:												134				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	2.86	0.14	1.00	1.67	0.33	2.00	2.00	1.00				
Final Sat.:	1600	4800	1600	3200	4579	221	1600	2675	525	3200	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.20	0.15	0.40	0.40	0.06	0.15	0.15	0.08	0.12	0.23				
OvlAdjV/S:												0.08				
Crit Moves:	****				****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	EX SAT
Command:	EX SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.52	0.48		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5972	819		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.05	0.24	0.05		0.04	0.07	0.13		0.06	0.06	0.10	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.12	0.44	0.44		0.09	0.40	0.40		0.09	0.21	0.21		0.10	0.22	0.22	
Volume/Cap:	0.59	0.60	0.60		0.60	0.59	0.12		0.44	0.33	0.60		0.60	0.25	0.44	
Delay/Veh:	43.5	21.5	21.5		47.6	23.5	18.7		45.3	33.9	38.9		45.7	32.0	34.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.5	21.5	21.5		47.6	23.5	18.7		45.3	33.9	38.9		45.7	32.0	34.3	
LOS by Move:	D	C	C		D	C	B		D	C	D		D	C	C	
HCM2k95thQ:	9	22	22		8	20	3		5	7	12		9	5	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	16	Average Delay (sec/veh):	10.6
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 1	0	0	1!	0 0	2	1	0	0 1
Volume Module:																
Base Vol:	8	1925		18	82	1763		12	15		0	6	30		0	126
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	8	1925		18	82	1763		12	15		0	6	30		0	126
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	8	1925		0	82	1763		12	15		0	6	30		0	126
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	8	1925		0	82	1763		12	15		0	6	30		0	126
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	8	1925		0	82	1763		12	15		0	6	30		0	126
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.91		1.00	0.92	0.91		0.85	0.93	1.00		0.93	0.92	1.00		0.85
Lanes:	1.00	4.00		1.00	2.00	4.00		1.00	0.71	0.00		0.29	3.00	0.00		1.00
Final Sat.:	1805	6916		1900	3502	6916		1615	1260		0	504	5264		0	1615
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28		0.00	0.02	0.25		0.01	0.01	0.00		0.01	0.01	0.00		0.08
Crit Moves:		****			****							****				****
Green/Cycle:	0.01	0.63		0.00	0.05	0.68		0.68	0.03	0.00		0.03	0.12	0.00		0.18
Volume/Cap:	0.38	0.44		0.00	0.44	0.38		0.01	0.44	0.00		0.44	0.05	0.00		0.44
Delay/Veh:	59.9	9.3		0.0	47.5	7.1		5.3	54.2		0.0	54.2	38.6		0.0	37.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	59.9	9.3		0.0	47.5	7.1		5.3	54.2		0.0	54.2	38.6		0.0	37.7
LOS by Move:	E	A		A	D	A		A	D		A	D	D		A	D
HCM2k95thQ:	1	15		0	4	12		0	3		0	3	1		0	8

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	12	Average Delay (sec/veh):	16.7
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1760		573	154	1636		0	0		0	0	583		0	142
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1760		573	154	1636		0	0		0	0	583		0	142
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1760		573	154	1636		0	0		0	0	583		0	142
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1760		573	154	1636		0	0		0	0	583		0	142
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	1760		573	154	1636		0	0		0	0	583		0	142
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	0.91		0.85	0.92	0.91		1.00	1.00	1.00		1.00	0.92	1.00		0.85
Lanes:	1.00	4.00		1.00	2.00	4.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00
Final Sat.:	1900	6916		1615	3502	6916		0	0		0	0	3502		0	1615
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25		0.35	0.04	0.24		0.00	0.00	0.00		0.00	0.17	0.00		0.09
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.48		0.80	0.08	0.56		0.00	0.00	0.00		0.00	0.32	0.00		0.40
Volume/Cap:	0.00	0.53		0.45	0.53	0.42		0.00	0.00	0.00		0.00	0.53	0.00		0.22
Delay/Veh:	0.0	18.2		3.4	45.8	12.5		0.0	0.0		0.0	0.0	28.6		0.0	20.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	18.2		3.4	45.8	12.5		0.0	0.0		0.0	0.0	28.6		0.0	20.0
LOS by Move:	A	B		A	D	B		A	A		A	A	C		A	C
HCM2k95thQ:	0	19		11	6	15		0	0		0	0	15		0	6

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	16	Average Delay (sec/veh):	32.7
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	235	1404	323	505	1514	195	270	446	167	422	375	593				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	235	1404	323	505	1514	195	270	446	167	422	375	593				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	235	1404	323	505	1514	195	270	446	167	422	375	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	235	1404	323	505	1514	195	270	446	167	422	375	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	235	1404	323	505	1514	195	270	446	167	422	375	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3502	6916	1615	3502	5187	1615	3502	5187	1615	3502	3610	1900				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.20	0.14	0.29	0.12	0.08	0.09	0.10	0.12	0.10	0.00				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.10	0.30	0.48	0.21	0.42	0.42	0.14	0.15	0.15	0.17	0.19	0.00				
Volume/Cap:	0.69	0.67	0.42	0.67	0.69	0.29	0.56	0.58	0.69	0.69	0.56	0.00				
Delay/Veh:	49.9	31.4	17.5	38.4	24.7	19.3	41.8	40.7	48.9	42.3	38.1	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	49.9	31.4	17.5	38.4	24.7	19.3	41.8	40.7	48.9	42.3	38.1	0.0				
LOS by Move:	D	C	B	D	C	B	D	D	D	D	D	A				
HCM2k95thQ:	10	21	13	16	26	8	9	11	12	14	12	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	16	Average Delay (sec/veh):	22.7
Optimal Cycle:	77	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0	3	0 0	2	0	0	1 0	1	0	1!	0 1
Volume Module:																
Base Vol:	0	1851	91	253	1706	0	188	75	21	107	0	223				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1851	91	253	1706	0	188	75	21	107	0	223				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1851	91	253	1706	0	188	75	21	107	0	223				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1851	91	253	1706	0	188	75	21	107	0	223				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1851	91	253	1706	0	188	75	21	107	0	223				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.95	0.91	1.00	0.92	0.97	0.97	0.88	1.00	0.88				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	0.78	0.22	1.32	0.00	1.68				
Final Sat.:	0	5187	1615	1805	5187	0	3502	1435	402	2226	0	2817				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.06	0.14	0.33	0.00	0.05	0.05	0.05	0.05	0.00	0.08				
Crit Moves:		****		****			****					****				
Green/Cycle:	0.00	0.48	0.48	0.19	0.66	0.00	0.07	0.07	0.07	0.11	0.00	0.11				
Volume/Cap:	0.00	0.75	0.12	0.75	0.50	0.00	0.75	0.73	0.73	0.46	0.00	0.75				
Delay/Veh:	0.0	22.7	14.6	47.5	8.6	0.0	57.4	64.1	64.1	42.5	0.0	50.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	22.7	14.6	47.5	8.6	0.0	57.4	64.1	64.1	42.5	0.0	50.5				
LOS by Move:	A	C	B	D	A	A	E	E	E	D	A	D				
HCM2k95thQ:	0	31	3	17	18	0	9	9	9	6	0	11				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	16	Average Delay (sec/veh):	15.9
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1737	184		111	1661	17		15	3	26		134	2	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.87	0.87		0.95	0.95	0.85	
Lanes:	1.00	3.62	0.38		1.00	2.97	0.03		1.00	0.10	0.90		1.97	0.03	1.00	
Final Sat.:	1805	6166	653		1805	5129	52		1805	170	1473		3568	53	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.06	0.32	0.32		0.01	0.02	0.02		0.04	0.04	0.08	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.02	0.54	0.54		0.12	0.64	0.64		0.03	0.03	0.03		0.15	0.15	0.15	
Volume/Cap:	0.51	0.52	0.52		0.52	0.51	0.51		0.25	0.52	0.52		0.25	0.25	0.52	
Delay/Veh:	60.4	15.0	15.0		43.9	10.0	10.0		49.2	56.4	56.4		37.7	37.7	41.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.4	15.0	15.0		43.9	10.0	10.0		49.2	56.4	56.4		37.7	37.7	41.2	
LOS by Move:	E	B	B		D	A	A		D	E	E		D	D	D	
HCM2k95thQ:	3	19	19		8	19	19		1	3	3		4	4	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	16	Average Delay (sec/veh):	25.5
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	1723	156		194	1531	95		106	251	59		209	204	201	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.92	0.92		0.92	1.00	0.85	
Lanes:	1.00	2.75	0.25		2.00	3.00	1.00		1.00	1.62	0.38		2.00	1.00	1.00	
Final Sat.:	1805	4699	425		3502	5187	1615		1805	2841	668		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.37	0.37		0.06	0.30	0.06		0.06	0.09	0.09		0.06	0.11	0.12	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.52	0.52		0.08	0.52	0.52		0.08	0.14	0.14		0.10	0.15	0.23	
Volume/Cap:	0.57	0.70	0.70		0.70	0.57	0.11		0.70	0.62	0.62		0.62	0.70	0.54	
Delay/Veh:	49.1	18.8	18.8		52.6	16.8	12.4		58.2	42.9	42.9		47.1	47.5	35.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.1	18.8	18.8		52.6	16.8	12.4		58.2	42.9	42.9		47.1	47.5	35.2	
LOS by Move:	D	B	B		D	B	B		E	D	D		D	D	D	
HCM2k95thQ:	7	29	29		9	22	3		9	11	11		8	14	12	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 12 Average Delay (sec/veh): 5.7
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1881	47		8	1795	0		1	0	12		67	1	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.86	1.00	0.86		0.73	0.73	0.73	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.08	0.00	0.92		0.83	0.01	0.16	
Final Sat.:	0	5040	126		1805	5187	0		126	0	1510		1140	17	221	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.37		0.00	0.35	0.00		0.01	0.00	0.01		0.06	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.00	0.75	0.75		0.76	0.76	0.00		0.12	0.00	0.12		0.12	0.12	0.12	
Volume/Cap:	0.00	0.50	0.50		0.06	0.45	0.00		0.07	0.00	0.07		0.50	0.50	0.50	
Delay/Veh:	0.0	5.0	5.0		4.4	4.4	0.0		39.3	0.0	39.3		43.6	43.6	43.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.0	5.0		4.4	4.4	0.0		39.3	0.0	39.3		43.6	43.6	43.6	
LOS by Move:	A	A	A		A	A	A		D	A	D		D	D	D	
HCM2k95thQ:	0	16	16		0	14	0		1	0	1		6	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 16 Average Delay (sec/veh): 33.5
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1515	136		171	1350	201		238	456	134		184	436	185	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.89	0.89		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.75	0.25		2.00	2.61	0.39		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4703	422		3502	4429	659		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.32	0.32		0.05	0.30	0.30		0.13	0.13	0.08		0.10	0.12	0.11	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.44	0.44		0.07	0.40	0.40		0.17	0.18	0.18		0.15	0.16	0.23	
Volume/Cap:	0.76	0.73	0.73		0.73	0.76	0.76		0.76	0.69	0.45		0.69	0.76	0.51	
Delay/Veh:	59.3	24.2	24.2		56.8	27.7	27.7		50.0	41.2	37.5		47.8	46.3	35.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.3	24.2	24.2		56.8	27.7	27.7		50.0	41.2	37.5		47.8	46.3	35.1	
LOS by Move:	E	C	C		E	C	C		D	D	D		D	D	D	
HCM2k95thQ:	12	28	28		8	29	29		16	15	8		13	16	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	8	Average Delay (sec/veh):	4.2
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1601	23		50	1507	29		28	17	18		20	13	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.15	0.91	0.91		0.13	0.91	0.91		0.82	0.82	0.82		0.83	0.83	0.85	
Lanes:	1.00	2.96	0.04		1.00	2.94	0.06		0.44	0.27	0.29		0.61	0.39	1.00	
Final Sat.:	281	5103	73		253	5074	98		691	419	444		953	620	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.31		0.20	0.30	0.30		0.04	0.04	0.04		0.02	0.02	0.03	
Crit Moves:		****								****						
Green/Cycle:	0.81	0.81	0.81		0.81	0.81	0.81		0.11	0.11	0.11		0.11	0.11	0.11	
Volume/Cap:	0.06	0.39	0.39		0.24	0.36	0.36		0.39	0.39	0.39		0.20	0.20	0.24	
Delay/Veh:	1.9	2.6	2.6		2.8	2.5	2.5		43.2	43.2	43.2		41.5	41.5	41.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.9	2.6	2.6		2.8	2.5	2.5		43.2	43.2	43.2		41.5	41.5	41.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2k95thQ:	0	10	10		1	9	9		5	5	5		2	2	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	12	Average Delay (sec/veh):	9.1
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1632	18		30	1355	57		51	53	32		28	36	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.90	0.90		0.63	0.94	0.94		0.69	0.90	0.90	
Lanes:	1.00	2.97	0.03		1.00	2.88	0.12		1.00	0.62	0.38		1.00	0.35	0.65	
Final Sat.:	1805	5120	56		1805	4948	208		1188	1118	675		1302	606	1110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32	0.32		0.02	0.27	0.27		0.04	0.05	0.05		0.02	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.02	0.71	0.71		0.04	0.73	0.73		0.13	0.13	0.13		0.13	0.13	0.13	
Volume/Cap:	0.38	0.45	0.45		0.45	0.38	0.38		0.32	0.36	0.36		0.16	0.45	0.45	
Delay/Veh:	54.6	6.2	6.2		51.9	5.2	5.2		40.5	40.4	40.4		38.9	41.4	41.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.6	6.2	6.2		51.9	5.2	5.2		40.5	40.4	40.4		38.9	41.4	41.4	
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	15	15		3	12	12		4	5	5		2	7	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 12 Average Delay (sec/veh): 3.9
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1
Volume Module:																
Base Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	1660	12		20	1429	13		7	1	17		10	4	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.81	0.81	0.81		0.98	0.87	0.87	
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		0.28	0.04	0.68		1.00	0.16	0.84	
Final Sat.:	1805	5145	37		1805	5135	47		430	61	1045		1858	266	1395	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32	0.32		0.01	0.28	0.28		0.02	0.02	0.02		0.01	0.02	0.02	
Crit Moves:		****			****					****						
Green/Cycle:	0.02	0.81	0.81		0.03	0.82	0.82		0.04	0.04	0.04		0.04	0.04	0.04	
Volume/Cap:	0.34	0.40	0.40		0.40	0.34	0.34		0.40	0.40	0.40		0.13	0.37	0.37	
Delay/Veh:	53.5	2.7	2.7		52.9	2.3	2.3		50.9	50.9	50.9		47.0	50.1	50.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.5	2.7	2.7		52.9	2.3	2.3		50.9	50.9	50.9		47.0	50.1	50.1	
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	10	10		2	8	8		3	3	3		1	2	2	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 16 Average Delay (sec/veh): 28.2
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	2	0	2	0
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1152	224		310	988	99		78	302	70		280	353	367	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1152	224		310	988	99		78	302	70		280	353	367	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.73	0.27		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4649	466		1805	2849	660		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.14		0.09	0.21	0.21		0.04	0.11	0.11		0.08	0.10	0.23	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.38	0.38		0.15	0.47	0.47		0.07	0.18	0.18		0.14	0.24	0.39	
Volume/Cap:	0.45	0.59	0.37		0.59	0.45	0.45		0.58	0.59	0.59		0.59	0.41	0.58	
Delay/Veh:	49.1	25.5	23.0		41.5	17.9	17.9		50.9	39.2	39.2		42.6	32.3	25.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.1	25.5	23.0		41.5	17.9	17.9		50.9	39.2	39.2		42.6	32.3	25.5	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	C	C	
HCM2k95thQ:	4	20	10		11	15	15		7	12	12		10	10	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.259
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	3	0	17	47	7	7	10	641	4	19	564	34				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	3	0	17	47	7	7	10	641	4	19	564	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	3	0	17	47	7	7	10	641	4	19	564	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	3	0	17	47	7	7	10	641	4	19	564	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	3	0	17	47	7	7	10	641	4	19	564	34				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	2.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.83	0.17				
Final Sat.:	3200	0	3200	3200	1600	1600	3200	4800	1600	3200	4527	273				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.13	0.00	0.01	0.12	0.12				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	4	123	0	36	47	639	3	0	592	71				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	4	123	0	36	47	639	3	0	592	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	4	123	0	36	47	639	3	0	592	71				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	2.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.68	0.32				
Final Sat.:	3200	0	3200	3200	1600	1600	3200	4800	1600	3200	4286	514				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.13	0.00	0.00	0.14	0.14				
Crit Moves:			****	****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	102	50	154	119	28	26	675	88	39	565	149				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	64	102	50	154	119	28	26	675	88	39	565	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	64	102	50	154	119	28	26	675	88	39	565	149				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.65	0.35	2.00	3.00	1.00				
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4246	554	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03	0.05	0.04	0.02	0.02	0.16	0.16	0.01	0.12	0.09				
Crit Moves:		****			****			****			****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	1	0	1	1 1	1	0	3	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	151	394	206	68	315	71	100	689	97	327	529	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	151	394	206	68	315	71	100	689	97	327	529	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	151	394	206	68	315	71	100	689	97	327	529	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	151	394	206	68	315	71	100	689	97	327	529	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	151	394	206	68	315	71	100	689	97	327	529	50				
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.51	0.49	2.00	2.74	0.26				
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	5610	790	3200	4385	415				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.13	0.04	0.10	0.04	0.06	0.12	0.12	0.10	0.12	0.12				
OvlAdjV/S:			0.03													
Crit Moves:		****			****				****		****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	4	0	1	1	0
Volume Module:																
Base Vol:	11	0	51		93	1	40		55	912	14		45	844	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	0	51		93	1	40		55	912	14		45	844	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	0	51		93	1	40		55	912	14		45	844	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	0	51		93	1	40		55	912	14		45	844	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	0	51		93	1	40		55	912	14		45	844	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.18	0.00	0.82		0.69	0.01	0.30		1.00	4.00	1.00		1.00	2.69	0.31	
Final Sat.:	284	0	1316		1110	12	478		1600	6400	1600		1600	4301	499	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.06	0.08	0.08		0.03	0.14	0.01		0.03	0.20	0.20	
Crit Moves:			****		****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 8 Average Delay (sec/veh): 15.2
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	1	1	0	0	3
Volume Module:																
Base Vol:	131	0	160		0	0	0		0	712	349		0	845	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	131	0	160		0	0	0		0	712	349		0	845	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	0	160		0	0	0		0	712	349		0	845	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	0	160		0	0	0		0	712	349		0	845	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	131	0	160		0	0	0		0	712	349		0	845	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.87	0.87		1.00	0.91	1.00	
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.68	1.32		0.00	3.00	0.00	
Final Sat.:	2201	0	1210		0	0	0		0	4414	2163		0	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13		0.00	0.00	0.00		0.00	0.16	0.16		0.00	0.16	0.00	
Crit Moves:			****											****		
Green/Cycle:	0.41	0.00	0.41		0.00	0.00	0.00		0.00	0.51	0.51		0.00	0.51	0.00	
Volume/Cap:	0.14	0.00	0.32		0.00	0.00	0.00		0.00	0.32	0.32		0.00	0.32	0.00	
Delay/Veh:	18.4	0.0	20.1		0.0	0.0	0.0		0.0	14.5	14.5		0.0	14.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.4	0.0	20.1		0.0	0.0	0.0		0.0	14.5	14.5		0.0	14.5	0.0	
LOS by Move:	B	A	C		A	A	A		A	B	B		A	B	A	
HCM2k95thQ:	4	0	9		0	0	0		0	10	10		0	11	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	0	1	1!
Volume Module:																
Base Vol:	0	158	84		109	136	0	0	0	0	529	0	85			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	158	84		109	136	0	0	0	0	529	0	85			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	158	84		109	136	0	0	0	0	529	0	85			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	158	84		109	136	0	0	0	0	529	0	85			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	158	84		109	136	0	0	0	0	529	0	85			
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.90	0.90		0.95	0.91	1.00	1.00	1.00	1.00	0.94	1.00	0.94			
Lanes:	0.00	1.96	1.04		1.00	3.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24			
Final Sat.:	0	3352	1782		1805	5187	0	0	0	0	3134	0	434			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.06	0.03	0.00	0.00	0.00	0.00	0.17	0.00	0.20			
Crit Moves:			****		****								****			
Green/Cycle:	0.00	0.14	0.14		0.18	0.18	0.00	0.00	0.00	0.00	0.57	0.00	0.57			
Volume/Cap:	0.00	0.34	0.34		0.34	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.34			
Delay/Veh:	0.0	39.4	39.4		36.9	35.0	0.0	0.0	0.0	0.0	11.3	0.0	11.7			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	39.4	39.4		36.9	35.0	0.0	0.0	0.0	0.0	11.3	0.0	11.7			
LOS by Move:	A	D	D		D	D	A	A	A	A	B	A	B			
HCM2k95thQ:	0	5	5		6	3	0	0	0	0	9	0	11			

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	2	1	0	3	0	0	0	0	2	1	0
Volume Module:																
Base Vol:	0	0	0		386	0	258		46	843	0	0	597	199		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0		386	0	258		46	843	0	0	597	199		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0		386	0	258		46	843	0	0	597	199		
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0		
Reduced Vol:	0	0	0		386	0	258		46	843	0	0	597	199		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0		386	0	258		46	843	0	0	597	199		
OvlAdjVol:							166									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00	0.00	2.25	0.75		
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0	0	3600	1200		
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.08		0.03	0.18	0.00	0.00	0.17	0.17		
OvlAdjV/S:							0.05									
Crit Moves:					****				****				****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

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

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	8	Average Delay (sec/veh):	12.0
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	313	0	145	0	0	0	0	972	262	0	810	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	313	0	145	0	0	0	0	972	262	0	810	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	313	0	145	0	0	0	0	972	262	0	810	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	313	0	145	0	0	0	0	972	262	0	810	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	313	0	145	0	0	0	0	972	262	0	810	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	5021	1674	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.19	0.16	0.00	0.16	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.63	0.00				
Volume/Cap:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.31	0.25	0.00	0.25	0.00				
Delay/Veh:	27.7	0.0	27.9	0.0	0.0	0.0	0.0	8.6	8.2	0.0	8.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	27.7	0.0	27.9	0.0	0.0	0.0	0.0	8.6	8.2	0.0	8.2	0.0				
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A				
HCM2k95thQ:	8	0	7	0	0	0	0	10	8	0	8	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	EX SAT
Command:	EX SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.52	0.48		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5628	772		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.28		0.06	0.26	0.05		0.04	0.08	0.13		0.07	0.06	0.10	
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	235	1404	323		505	1514	195		270	446	167		422	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1404	323		505	1514	195		270	446	167		422	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	235	1404	323		505	1514	195		270	446	167		422	375	0	
OvlAdjVol:			112													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.22	0.20		0.16	0.32	0.12		0.08	0.09	0.10		0.13	0.12	0.00	
OvlAdjV/S:			0.07													
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1152	224		310	988	99		78	302	70		280	353	367	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1152	224		310	988	99		78	302	70		280	353	367	
OvlAdjVol:															212	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.73	0.27		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4363	437		1600	2598	602		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.14		0.10	0.23	0.23		0.05	0.12	0.12		0.09	0.11	0.23	
OvlAdjV/S:															0.13	
Crit Moves:		****			****					****			****			

Forecast Existing Plus Project Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	E+P PM
Command:	E+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	100.0
	Zone 1 Subtotal					129	118	247	100.0
TOTAL						129	118	247	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 16 Average Delay (sec/veh): 39.8
Optimal Cycle: 129 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	0	12	45		0	13	0		0	0	0		49	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	323	1507	280		168	2283	84		144	573	364		461	375	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	323	1507	280		168	2283	84		144	573	364		461	375	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	323	1507	280		168	2283	84		144	573	364		461	375	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	323	1507	280		168	2283	84		144	573	364		461	375	196	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.37	0.63		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5692	1058		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.26	0.26		0.05	0.33	0.05		0.08	0.16	0.23		0.13	0.10	0.12	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.10	0.39	0.39		0.07	0.36	0.36		0.15	0.24	0.24		0.14	0.23	0.23	
Volume/Cap:	0.93	0.69	0.69		0.69	0.93	0.15		0.52	0.65	0.93		0.93	0.45	0.52	
Delay/Veh:	75.1	26.5	26.5		53.4	37.8	22.0		40.8	35.8	65.0		66.2	33.3	34.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	75.1	26.5	26.5		53.4	37.8	22.0		40.8	35.8	65.0		66.2	33.3	34.9	
LOS by Move:	E	C	C		D	D	C		D	D	E		E	C	C	
HCM2k95thQ:	16	24	24		8	38	4		9	17	27		20	11	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 16 Average Delay (sec/veh): 18.0
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	1	1778	18		184	2766	12		90	0	72		181	0	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	1778	18		184	2766	12		90	0	72		181	0	140	
Added Vol:	0	67	0		0	0	0		0	0	0		61	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	1845	18		184	2766	12		90	0	72		242	0	146	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	1845	0		184	2766	12		90	0	72		242	0	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	1845	0		184	2766	12		90	0	72		242	0	146	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	1845	0		184	2766	12		90	0	72		242	0	146	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.91	1.00	0.91		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.56	0.00	0.44		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		965	0	772		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.00		0.05	0.40	0.01		0.09	0.00	0.09		0.05	0.00	0.09	
Crit Moves:	****					****			****				****			
Green/Cycle:	0.00	0.52	0.00		0.10	0.62	0.62		0.15	0.00	0.15		0.07	0.00	0.17	
Volume/Cap:	0.64	0.51	0.00		0.51	0.64	0.01		0.64	0.00	0.64		0.64	0.00	0.52	
Delay/Veh:	364.8	15.8	0.0		43.8	12.2	7.2		45.9	0.0	45.9		48.9	0.0	39.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	364.8	15.8	0.0		43.8	12.2	7.2		45.9	0.0	45.9		48.9	0.0	39.2	
LOS by Move:	F	B	A		D	B	A		D	A	D		D	A	D	
HCM2k95thQ:	1	19	0		7	26	0		11	0	11		7	0	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	12	Average Delay (sec/veh):	12.3
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Added Vol:	0	67	0	0	61	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1796	400	84	2980	0	0	0	0	459	0	98				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1796	400	84	2980	0	0	0	0	459	0	98				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1796	400	84	2980	0	0	0	0	459	0	98				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1796	400	84	2980	0	0	0	0	459	0	98				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.25	0.02	0.43	0.00	0.00	0.00	0.00	0.13	0.00	0.06				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.62	0.82	0.06	0.67	0.00	0.00	0.00	0.00	0.21	0.00	0.26				
Volume/Cap:	0.00	0.42	0.30	0.42	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.23				
Delay/Veh:	0.0	9.9	2.2	47.0	9.6	0.0	0.0	0.0	0.0	38.3	0.0	29.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	9.9	2.2	47.0	9.6	0.0	0.0	0.0	0.0	38.3	0.0	29.2				
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	C				
HCM2k95thQ:	0	15	6	4	26	0	0	0	0	14	0	5				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	16	Average Delay (sec/veh):	42.5
Optimal Cycle:	142	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	293	1280	225	533	2393	503	272	459	167	486	606	536				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	293	1280	225	533	2393	503	272	459	167	486	606	536				
Added Vol:	0	55	0	11	51	0	0	0	0	0	0	12				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	293	1335	225	544	2444	503	272	459	167	486	606	548				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	293	1335	225	544	2444	503	272	459	167	486	606	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	293	1335	225	544	2444	503	272	459	167	486	606	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	293	1335	225	544	2444	503	272	459	167	486	606	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3502	6916	1615	3502	5187	1615	3502	5187	1615	3502	3610	1900				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19	0.14	0.16	0.47	0.31	0.08	0.09	0.10	0.14	0.17	0.00				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.09	0.32	0.47	0.26	0.49	0.49	0.08	0.11	0.11	0.15	0.18	0.00				
Volume/Cap:	0.95	0.60	0.30	0.60	0.95	0.63	0.95	0.80	0.94	0.94	0.95	0.00				
Delay/Veh:	84.1	28.9	16.5	33.6	33.3	20.2	86.2	51.6	94.3	67.6	65.3	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	84.1	28.9	16.5	33.6	33.3	20.2	86.2	51.6	94.3	67.6	65.3	0.0				
LOS by Move:	F	C	B	C	C	C	F	D	F	E	E	A				
HCM2k95thQ:	15	18	8	15	51	22	14	14	16	21	25	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 16 Average Delay (sec/veh): 19.7
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1
Volume Module:																
Base Vol:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Added Vol:	0	43	0		0	39	0		13	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1556	64		196	2516	0		191	74	28		84	0	191	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1556	64		196	2516	0		191	74	28		84	0	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1556	64		196	2516	0		191	74	28		84	0	191	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1556	64		196	2516	0		191	74	28		84	0	191	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.96	0.96		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.73	0.27		1.31	0.00	1.69	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1322	500		2189	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.04	0.11	0.49	0.00	0.05	0.06	0.06	0.04	0.00	0.07				
Crit Moves:	****				****				****			****				
Green/Cycle:	0.00	0.49	0.49	0.18	0.67	0.00	0.08	0.08	0.08	0.09	0.00	0.09				
Volume/Cap:	0.00	0.61	0.08	0.61	0.72	0.00	0.71	0.72	0.72	0.41	0.00	0.72				
Delay/Veh:	0.0	18.9	13.5	41.3	11.4	0.0	53.2	62.0	62.0	43.2	0.0	50.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.9	13.5	41.3	11.4	0.0	53.2	62.0	62.0	43.2	0.0	50.9				
LOS by Move:	A	B	B	D	B	A	D	E	E	D	A	D				
HCM2k95thQ:	0	23	2	12	32	0	9	9	9	5	0	10				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 16 Average Delay (sec/veh): 13.7
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Added Vol:	0	43	0		0	39	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	1575	114		55	2587	15		10	11	30		160	5	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1575	114		55	2587	15		10	11	30		160	5	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1575	114		55	2587	15		10	11	30		160	5	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	1575	114		55	2587	15		10	11	30		160	5	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.89	0.89		0.95	0.95	0.85	
Lanes:	1.00	3.73	0.27		1.00	2.98	0.02		1.00	0.27	0.73		1.94	0.06	1.00	
Final Sat.:	1805	6385	462		1805	5152	30		1805	454	1237		3515	110	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.25	0.03	0.50	0.50	0.01	0.02	0.02	0.05	0.05	0.07				
Crit Moves:	****				****				****			****				
Green/Cycle:	0.01	0.63	0.63	0.08	0.69	0.69	0.03	0.03	0.03	0.10	0.10	0.10				
Volume/Cap:	0.72	0.39	0.39	0.39	0.72	0.72	0.17	0.72	0.72	0.45	0.45	0.72				
Delay/Veh:	125.0	9.2	9.2	45.7	10.1	10.1	48.3	84.6	84.6	43.3	43.3	58.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	125.0	9.2	9.2	45.7	10.1	10.1	48.3	84.6	84.6	43.3	43.3	58.5				
LOS by Move:	F	A	A	D	B	B	D	F	F	D	D	E				
HCM2k95thQ:	3	13	13	4	32	32	1	5	5	6	6	10				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 Average Delay (sec/veh): 35.6
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	2	0 3	0	1	1	0 1	1	0	2	0 1	0	1
Volume Module:																
Base Vol:	154	1507	135	313	2282	136	115	392	36	239	334	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	154	1507	135	313	2282	136	115	392	36	239	334	140				
Added Vol:	0	43	0	0	39	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	154	1550	135	313	2321	136	115	392	36	239	334	140				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	154	1550	135	313	2321	136	115	392	36	239	334	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	154	1550	135	313	2321	136	115	392	36	239	334	140				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	154	1550	135	313	2321	136	115	392	36	239	334	140				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.85	0.95	0.94	0.94	0.92	1.00	0.85				
Lanes:	1.00	2.76	0.24	2.00	3.00	1.00	1.00	1.83	0.17	2.00	1.00	1.00				
Final Sat.:	1805	4714	411	3502	5187	1615	1805	3263	300	3502	1900	1615				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.33	0.33	0.09	0.45	0.08	0.06	0.12	0.12	0.07	0.18	0.09				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.09	0.46	0.46	0.12	0.49	0.49	0.07	0.17	0.17	0.09	0.19	0.32				
Volume/Cap:	0.92	0.72	0.72	0.72	0.92	0.17	0.92	0.72	0.72	0.72	0.92	0.28				
Delay/Veh:	91.7	23.2	23.2	48.0	29.9	14.5	102.4	43.9	43.9	51.7	67.5	26.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	91.7	23.2	23.2	48.0	29.9	14.5	102.4	43.9	43.9	51.7	67.5	26.0				
LOS by Move:	F	C	C	D	C	B	F	D	D	D	E	C				
HCM2k95thQ:	15	28	28	12	46	5	12	15	15	10	25	7				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): 5.0
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	1663	40	3	2418	0	1	2	8	65	0	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1663	40	3	2418	0	1	2	8	65	0	9				
Added Vol:	0	43	0	0	39	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1706	40	3	2457	0	1	2	8	65	0	9				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1706	40	3	2457	0	1	2	8	65	0	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1706	40	3	2457	0	1	2	8	65	0	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1706	40	3	2457	0	1	2	8	65	0	9				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	0.95	0.91	0.91	0.88	0.88	0.88	0.72	1.00	0.72				
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.09	0.18	0.73	0.88	0.00	0.12				
Final Sat.:	0	5053	118	1805	5187	0	152	304	1216	1202	0	166				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34	0.00	0.47	0.00	0.01	0.01	0.01	0.05	0.00	0.05				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.79	0.79	0.79	0.79	0.00	0.09	0.09	0.09	0.09	0.00	0.09				
Volume/Cap:	0.00	0.43	0.43	0.04	0.60	0.00	0.07	0.07	0.07	0.60	0.00	0.60				
Delay/Veh:	0.0	3.5	3.5	2.4	4.4	0.0	41.9	41.9	41.9	51.7	0.0	51.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	3.5	3.5	2.4	4.4	0.0	41.9	41.9	41.9	51.7	0.0	51.7				
LOS by Move:	A	A	A	A	A	A	D	D	D	D	A	D				
HCM2k95thQ:	0	12	12	0	21	0	1	1	1	6	0	6				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 16 Average Delay (sec/veh): 47.3
Optimal Cycle: 167 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Added Vol:	0	27	0		6	25	8		9	0	0		0	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	177	1242	168		142	2125	119		213	579	137		244	541	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	177	1242	168		142	2125	119		213	579	137		244	541	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	177	1242	168		142	2125	119		213	579	137		244	541	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	177	1242	168		142	2125	119		213	579	137		244	541	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.89	0.89		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.64	0.36		2.00	2.84	0.16		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4487	607		3502	4873	273		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.28	0.28		0.04	0.44	0.44		0.12	0.16	0.08		0.14	0.15	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.10	0.47	0.47		0.07	0.44	0.44		0.13	0.16	0.16		0.14	0.17	0.24	
Volume/Cap:	0.99	0.59	0.59		0.59	0.99	0.99		0.90	0.99	0.52		0.99	0.90	0.43	
Delay/Veh:	108.4	19.7	19.7		48.9	43.7	43.7		74.8	75.7	40.2		96.7	56.6	33.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	108.4	19.7	19.7		48.9	43.7	43.7		74.8	75.7	40.2		96.7	56.6	33.2	
LOS by Move:	F	B	B		D	D	D		E	E	D		F	E	C	
HCM2k95thQ:	18	21	21		6	51	51		18	25	9		22	22	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 Average Delay (sec/veh): 5.0
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	1	0	1
Volume Module:																
Base Vol:	4	1499	14		65	2384	15		42	38	20		29	20	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	1499	14		65	2384	15		42	38	20		29	20	27	
Added Vol:	0	27	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1526	14		65	2409	15		42	38	20		29	20	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1526	14		65	2409	15		42	38	20		29	20	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1526	14		65	2409	15		42	38	20		29	20	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1526	14		65	2409	15		42	38	20		29	20	27	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.05	0.91	0.91		0.15	0.91	0.91		0.82	0.82	0.82		0.77	0.77	0.85	
Lanes:	1.00	2.97	0.03		1.00	2.98	0.02		0.42	0.38	0.20		0.59	0.41	1.00	
Final Sat.:	93	5135	47		277	5150	32		651	589	310		868	599	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.30	0.30		0.23	0.47	0.47		0.06	0.06	0.06		0.03	0.03	0.02	
Crit Moves:						****				****						
Green/Cycle:	0.81	0.81	0.81		0.81	0.81	0.81		0.11	0.11	0.11		0.11	0.11	0.11	
Volume/Cap:	0.05	0.37	0.37		0.29	0.58	0.58		0.58	0.58	0.58		0.30	0.30	0.15	
Delay/Veh:	2.2	2.7	2.7		3.1	3.6	3.6		47.0	47.0	47.0		41.9	41.9	40.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.2	2.7	2.7		3.1	3.6	3.6		47.0	47.0	47.0		41.9	41.9	40.5	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2k95thQ:	0	9	9		2	19	19		8	8	8		3	3	2	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): 11.0
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	14	1393	20		23	2261	33		97	96	67		28	67	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1393	20		23	2261	33		97	96	67		28	67	50	
Added Vol:	0	27	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1420	20		23	2286	33		97	96	67		28	67	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1420	20		23	2286	33		97	96	67		28	67	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1420	20		23	2286	33		97	96	67		28	67	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1420	20		23	2286	33		97	96	67		28	67	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.59	0.94	0.94		0.45	0.94	0.94	
Lanes:	1.00	2.96	0.04		1.00	2.96	0.04		1.00	0.59	0.41		1.00	0.57	0.43	
Final Sat.:	1805	5105	72		1805	5103	74		1119	1050	733		855	1018	760	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.01	0.45	0.45		0.09	0.09	0.09		0.03	0.07	0.07	
Crit Moves:	****					****				****						
Green/Cycle:	0.01	0.70	0.70		0.03	0.72	0.72		0.15	0.15	0.15		0.15	0.15	0.15	
Volume/Cap:	0.62	0.40	0.40		0.40	0.62	0.62		0.59	0.62	0.62		0.22	0.45	0.45	
Delay/Veh:	92.6	6.3	6.3		51.9	7.4	7.4		45.4	44.6	44.6		38.5	40.2	40.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	92.6	6.3	6.3		51.9	7.4	7.4		45.4	44.6	44.6		38.5	40.2	40.2	
LOS by Move:	F	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	3	13	13		2	24	24		7	11	11		2	7	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 6.8
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1
Volume Module:																
Base Vol:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Added Vol:	0	27	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	1415	15		37	2394	14		16	17	22		34	19	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	1415	15		37	2394	14		16	17	22		34	19	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	1415	15		37	2394	14		16	17	22		34	19	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	21	1415	15		37	2394	14		16	17	22		34	19	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.83	0.83	0.83		0.82	0.89	0.89	
Lanes:	1.00	2.97	0.03		1.00	2.98	0.02		0.29	0.31	0.40		1.00	0.28	0.72	
Final Sat.:	1805	5127	54		1805	5152	30		457	486	628		1554	474	1221	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.02	0.46	0.46		0.04	0.04	0.04		0.02	0.04	0.04	
Crit Moves:	****					****								****		
Green/Cycle:	0.02	0.76	0.76		0.06	0.79	0.79		0.07	0.07	0.07		0.07	0.07	0.07	
Volume/Cap:	0.59	0.37	0.37		0.37	0.59	0.59		0.51	0.51	0.51		0.32	0.59	0.59	
Delay/Veh:	71.5	4.2	4.2		47.7	4.3	4.3		49.1	49.1	49.1		46.1	52.8	52.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.5	4.2	4.2		47.7	4.3	4.3		49.1	49.1	49.1		46.1	52.8	52.8	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	3	11	11		3	20	20		5	5	5		3	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 Average Delay (sec/veh): 30.3
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	74	1000	323		471	1827		88	95	392	77		264	393	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	1000	323		471	1827		88	95	392	77		264	393	369	
Added Vol:	0	14	0		6	13		6	6	0	0		0	0	6	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	74	1014	323		477	1840		94	101	392	77		264	393	375	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	1014	323		477	1840		94	101	392	77		264	393	375	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	74	1014	323		477	1840		94	101	392	77		264	393	375	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	1014	323		477	1840		94	101	392	77		264	393	375	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90		0.90	0.95	0.93	0.93		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.85		0.15	1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4900		250	1805	2942	578		3502	3610	1615	
Capacity Analysis Module:																	
Vol/Sat:	0.04	0.20	0.20		0.14	0.38		0.38	0.06	0.13	0.13		0.08	0.11	0.23	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.06	0.33	0.33		0.23	0.50		0.50	0.10	0.18	0.18		0.10	0.19	0.41	
Volume/Cap:	0.74	0.59	0.60		0.60	0.74		0.74	0.59	0.74	0.74		0.74	0.59	0.56	
Delay/Veh:	72.4	28.2	29.7		35.9	20.9		20.9	48.6	43.7	43.7		52.0	38.6	23.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.4	28.2	29.7		35.9	20.9		20.9	48.6	43.7	43.7		52.0	38.6	23.6	
LOS by Move:	E	C	C		D	C		C	D	D	D		D	D	C	
HCM2k95thQ:	8	18	17		14	31		31	8	17	17		11	13	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	2	0	2	1	0
Volume Module:																	
Base Vol:	45	56	118		287	16		61	22	1009	5		27	787	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	56	118		287	16		61	22	1009	5		27	787	93	
Added Vol:	0	0	0		0	0		0	0	45	0		0	49	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	45	56	118		287	16		61	22	1054	5		27	836	93	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	45	56	118		287	16		61	22	1054	5		27	836	93	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	45	56	118		287	16		61	22	1054	5		27	836	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	45	56	118		287	16		61	22	1054	5		27	836	93	
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	2.00		2.00	0.42		1.58	2.00	3.00	1.00		2.00	2.70	0.30	
Final Sat.:	1600	1600	3200		3200	665		2535	3200	4800	1600		3200	4319	481	
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.04	0.04		0.09	0.02		0.02	0.01	0.22	0.00		0.01	0.19	0.19	
Crit Moves:			****		****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	6	41	111	481	24	80	55	1342	3	6	767	108				
Added Vol:	0	0	0	0	0	0	0	45	0	0	49	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	6	41	111	481	24	80	55	1387	3	6	816	108				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	6	41	111	481	24	80	55	1387	3	6	816	108				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	41	111	481	24	80	55	1387	3	6	816	108				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	6	41	111	481	24	80	55	1387	3	6	816	108				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.54	1.46	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.65	0.35				
Final Sat.:	3200	863	2337	3200	1600	1600	3200	4800	1600	3200	4239	561				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05	0.15	0.02	0.05	0.02	0.29	0.00	0.00	0.19	0.19				
Crit Moves:		****		****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	140	396	291	434	1146	60	24	1578	299	145	622	131				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	396	291	434	1146	60	24	1578	299	145	622	131				
Added Vol:	0	0	0	0	0	0	0	45	0	0	49	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	140	396	291	434	1146	60	24	1623	299	145	671	131				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	140	396	291	434	1146	60	24	1623	299	145	671	131				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	140	396	291	434	1146	60	24	1623	299	145	671	131				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	140	396	291	434	1146	60	24	1623	299	145	671	131				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.73	1.27	2.00	2.00	1.00	1.00	2.53	0.47	2.00	3.00	1.00				
Final Sat.:	3200	2767	2033	3200	3200	1600	1600	4053	747	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.14	0.14	0.36	0.04	0.02	0.40	0.40	0.05	0.14	0.08				
Crit Moves:	****				****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0 1		1	0 1	1 1		1	0 3	1 0		2	0 2	1 0	
Volume Module:																
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Added Vol:	0	0	0		0	0	0		0	45	0		0	49	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	175	622	331		140	1014	120		216	1947	254		547	723	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	622	331		140	1014	120		216	1947	254		547	723	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	622	331		140	1014	120		216	1947	254		547	723	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	175	622	331		140	1014	120		216	1947	254		547	723	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.54	0.46		2.00	2.81	0.19	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5661	739		3200	4501	299	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.21		0.09	0.32	0.08		0.14	0.34	0.34		0.17	0.16	0.16	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 4	0 1		1	0 2	1 0	
Volume Module:																
Base Vol:	15	2	22		347	8	84		37	2307	17		79	1185	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	2	22		347	8	84		37	2307	17		79	1185	67	
Added Vol:	0	0	0		0	0	0		0	45	0		0	49	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	2	22		347	8	84		37	2352	17		79	1234	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	2	22		347	8	84		37	2352	17		79	1234	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	2	22		347	8	84		37	2352	17		79	1234	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	2	22		347	8	84		37	2352	17		79	1234	67	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.38	0.05	0.57		0.79	0.02	0.19		1.00	4.00	1.00		1.00	2.85	0.15	
Final Sat.:	615	82	903		1265	29	306		1600	6400	1600		1600	4553	247	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.22	0.27	0.27		0.02	0.37	0.01		0.05	0.27	0.27	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 Average Delay (sec/veh): 19.2
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	1	1	0	0	3
Volume Module:																
Base Vol:	296	0	358		0	0	0		0	1720	966		0	1059	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	0	358		0	0	0		0	1720	966		0	1059	0	
Added Vol:	0	0	0		0	0	0		0	33	12		0	49	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	296	0	358		0	0	0		0	1753	978		0	1108	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	296	0	358		0	0	0		0	1753	978		0	1108	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	0	358		0	0	0		0	1753	978		0	1108	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	296	0	358		0	0	0		0	1753	978		0	1108	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.86	0.86		1.00	0.91	1.00	
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.57	1.43		0.00	3.00	0.00	
Final Sat.:	2205	0	1207		0	0	0		0	4200	2343		0	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.30		0.00	0.00	0.00		0.00	0.42	0.42		0.00	0.21	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.38	0.00	0.38		0.00	0.00	0.00		0.00	0.54	0.54		0.00	0.54	0.00	
Volume/Cap:	0.35	0.00	0.78		0.00	0.00	0.00		0.00	0.78	0.78		0.00	0.40	0.00	
Delay/Veh:	22.2	0.0	31.7		0.0	0.0	0.0		0.0	19.5	19.5		0.0	13.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.2	0.0	31.7		0.0	0.0	0.0		0.0	19.5	19.5		0.0	13.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	B	B		A	B	A	
HCM2k95thQ:	10	0	27		0	0	0		0	33	33		0	14	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1!
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	220	34		230	560	0		0	0	0		964	0	213	
Added Vol:	0	0	0		0	0	0		0	0	0		23	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	220	34		230	560	0		0	0	0		987	0	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	220	34		230	560	0		0	0	0		987	0	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	220	34		230	560	0		0	0	0		987	0	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	220	34		230	560	0		0	0	0		987	0	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.93		0.95	0.91	1.00		1.00	1.00	1.00		0.93	1.00	0.93	
Lanes:	0.00	2.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.70	0.00	0.30	
Final Sat.:	0	3538	1769		1805	5187	0		0	0	0		3014	0	535	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.02		0.13	0.11	0.00		0.00	0.00	0.00		0.33	0.00	0.40	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.09	0.09		0.19	0.19	0.00		0.00	0.00	0.00		0.60	0.00	0.60	
Volume/Cap:	0.00	0.67	0.21		0.67	0.57	0.00		0.00	0.00	0.00		0.55	0.00	0.67	
Delay/Veh:	0.0	48.4	42.0		42.5	37.5	0.0		0.0	0.0	0.0		12.4	0.0	14.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	48.4	42.0		42.5	37.5	0.0		0.0	0.0	0.0		12.4	0.0	14.5	
LOS by Move:	A	D	D		D	D	A		A	A	A		B	A	B	
HCM2k95thQ:	0	9	2		15	12	0		0	0	0		20	0	27	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0	1033	0	450	97	2030	0	0	624	156				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	1033	0	450	97	2030	0	0	624	156				
Added Vol:	0	0	0	0	0	23	0	33	0	0	26	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	1033	0	473	97	2063	0	0	650	156				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	1033	0	473	97	2063	0	0	650	156				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	1033	0	473	97	2063	0	0	650	156				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	1033	0	473	97	2063	0	0	650	156				
OvlAdjVol:						279										
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	1.00	3.00	0.00	0.00	2.42	0.58				
Final Sat.:	0	0	0	3200	0	3200	1600	4800	0	0	3871	929				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.15	0.06	0.43	0.00	0.00	0.17	0.17				
OvlAdjV/S:						0.09										
Crit Moves:				****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 Average Delay (sec/veh): 10.9
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	325	0	212	0	0	0	0	2523	515	0	797	0				
Added Vol:	13	0	0	0	0	0	0	12	21	0	13	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	338	0	212	0	0	0	0	2535	536	0	810	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	338	0	212	0	0	0	0	2535	536	0	810	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	338	0	212	0	0	0	0	2535	536	0	810	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	338	0	212	0	0	0	0	2535	536	0	810	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	5052	1684	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.13	0.00	0.00	0.00	0.00	0.50	0.32	0.00	0.16	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.73	0.73	0.00	0.73	0.00				
Volume/Cap:	0.51	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.44	0.00	0.21	0.00				
Delay/Veh:	36.9	0.0	44.1	0.0	0.0	0.0	0.0	7.8	5.4	0.0	4.4	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	36.9	0.0	44.1	0.0	0.0	0.0	0.0	7.8	5.4	0.0	4.4	0.0				
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A				
HCM2k95thQ:	10	0	14	0	0	0	0	28	14	0	6	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	E+P PM
Command:	E+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	100.0
	Zone 1 Subtotal					129	118	247	100.0
TOTAL						129	118	247	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	0	12	45		0	13	0		0	0	0		49	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	323	1507	280		168	2283	84		144	573	364		461	375	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	323	1507	280		168	2283	84		144	573	364		461	375	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	323	1507	280		168	2283	84		144	573	364		461	375	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	323	1507	280		168	2283	84		144	573	364		461	375	196	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.37	0.63		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5397	1003		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.28	0.28		0.05	0.36	0.05		0.09	0.18	0.23		0.14	0.12	0.12	
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Added Vol:	0	55	0		11	51	0		0	0	0		0	0	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	293	1335	225		544	2444	503		272	459	167		486	606	548	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	293	1335	225		544	2444	503		272	459	167		486	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	293	1335	225		544	2444	503		272	459	167		486	606	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	293	1335	225		544	2444	503		272	459	167		486	606	0	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.14		0.17	0.51	0.31		0.09	0.10	0.10		0.15	0.19	0.00	
OvlAdjV/S:			0.00													
Crit Moves:	****					****			****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Added Vol:	0	14	0		6	13	6		6	0	0		0	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	74	1014	323		477	1840	94		101	392	77		264	393	375	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	1014	323		477	1840	94		101	392	77		264	393	375	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	1014	323		477	1840	94		101	392	77		264	393	375	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	1014	323		477	1840	94		101	392	77		264	393	375	
OvlAdjVol:															137	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.85	0.15		1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4567	233		1600	2675	525		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.20		0.15	0.40	0.40		0.06	0.15	0.15		0.08	0.12	0.23	
OvlAdjV/S:															0.09	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	E+P SAT
Command:	E+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	100.0
	Zone 1 Subtotal		.....			90	90	180	100.0
TOTAL			.....			90	90	180	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 16 Average Delay (sec/veh): 28.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	0	9	34		0	9	0		0	0	0		34	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	253	1605	253		180	1649	80		70	248	203		253	200	161	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	253	1605	253		180	1649	80		70	248	203		253	200	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1605	253		180	1649	80		70	248	203		253	200	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1605	253		180	1649	80		70	248	203		253	200	161	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.46	0.54		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5855	923		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.27	0.27		0.05	0.24	0.05		0.04	0.07	0.13		0.07	0.06	0.10	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.12	0.44	0.44		0.08	0.40	0.40		0.09	0.20	0.20		0.12	0.23	0.23	
Volume/Cap:	0.59	0.62	0.62		0.62	0.59	0.12		0.44	0.34	0.62		0.62	0.24	0.44	
Delay/Veh:	43.9	22.0	22.0		48.6	23.9	19.0		45.1	34.5	40.2		45.1	31.6	33.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.9	22.0	22.0		48.6	23.9	19.0		45.1	34.5	40.2		45.1	31.6	33.9	
LOS by Move:	D	C	C		D	C	B		D	C	D		D	C	C	
HCM2k95thQ:	9	23	23		8	21	3		5	7	13		10	5	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 16 Average Delay (sec/veh): 11.0
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Added Vol:	0	47	0		0	0	0		0	0	0		47	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	1972	18		82	1763	12		15	0	6		77	0	131	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	1972	0		82	1763	12		15	0	6		77	0	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	1972	0		82	1763	12		15	0	6		77	0	131	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	1972	0		82	1763	12		15	0	6		77	0	131	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.93	1.00	0.93		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.71	0.00	0.29		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		1260	0	504		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00		0.02	0.25	0.01		0.01	0.00	0.01		0.01	0.00	0.08	
Crit Moves:		****			****						****				****	
Green/Cycle:	0.01	0.63	0.00		0.05	0.67	0.67		0.03	0.00	0.03		0.13	0.00	0.18	
Volume/Cap:	0.38	0.45	0.00		0.45	0.38	0.01		0.45	0.00	0.45		0.11	0.00	0.45	
Delay/Veh:	60.0	9.5	0.0		47.8	7.2	5.4		54.7	0.0	54.7		38.6	0.0	37.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.0	9.5	0.0		47.8	7.2	5.4		54.7	0.0	54.7		38.6	0.0	37.7	
LOS by Move:	E	A	A		D	A	A		D	A	D		D	A	D	
HCM2k95thQ:	1	16	0		4	12	0		3	0	3		2	0	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	12	Average Delay (sec/veh):	16.6
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	0	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	1760	573	154	1636	0	0	0	0	583	0	142				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1760	573	154	1636	0	0	0	0	583	0	142				
Added Vol:	0	47	0	0	47	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1807	573	154	1683	0	0	0	0	583	0	142				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1807	573	154	1683	0	0	0	0	583	0	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1807	573	154	1683	0	0	0	0	583	0	142				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1807	573	154	1683	0	0	0	0	583	0	142				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.35	0.04	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.09				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.49	0.80	0.08	0.57	0.00	0.00	0.00	0.00	0.31	0.00	0.39				
Volume/Cap:	0.00	0.54	0.44	0.54	0.43	0.00	0.00	0.00	0.00	0.54	0.00	0.22				
Delay/Veh:	0.0	18.0	3.4	46.1	12.3	0.0	0.0	0.0	0.0	29.0	0.0	20.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.0	3.4	46.1	12.3	0.0	0.0	0.0	0.0	29.0	0.0	20.4				
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	C				
HCM2k95thQ:	0	20	11	6	15	0	0	0	0	15	0	6				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	16	Average Delay (sec/veh):	32.8
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 4	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Added Vol:	0	39	0		8	39	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1443	323		513	1553	195		270	446	167		422	375	601	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	235	1443	323		513	1553	195		270	446	167		422	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1443	323		513	1553	195		270	446	167		422	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	235	1443	323		513	1553	195		270	446	167		422	375	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187	1615		3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.20		0.15	0.30	0.12		0.08	0.09	0.10		0.12	0.10	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.10	0.31	0.48		0.22	0.43	0.43		0.14	0.15	0.15		0.17	0.18	0.00	
Volume/Cap:	0.70	0.68	0.42		0.68	0.70	0.28		0.57	0.58	0.70		0.70	0.57	0.00	
Delay/Veh:	50.5	31.3	17.4		38.6	24.6	19.0		42.1	41.0	49.7		42.8	38.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.5	31.3	17.4		38.6	24.6	19.0		42.1	41.0	49.7		42.8	38.4	0.0	
LOS by Move:	D	C	B		D	C	B		D	D	D		D	D	A	
HCM2k95thQ:	10	21	13		16	27	8		9	11	12		15	12	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	16	Average Delay (sec/veh):	22.9
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1
Volume Module:																
Base Vol:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Added Vol:	0	30	0		0	30	0		9	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1881	91		253	1736	0		197	75	21		107	0	223	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1881	91		253	1736	0		197	75	21		107	0	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1881	91		253	1736	0		197	75	21		107	0	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1881	91		253	1736	0		197	75	21		107	0	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.97	0.97		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.78	0.22		1.32	0.00	1.68	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1435	402		2226	0	2817	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.06		0.14	0.33	0.00		0.06	0.05	0.05		0.05	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.48	0.48		0.18	0.66	0.00		0.07	0.07	0.07		0.10	0.00	0.10	
Volume/Cap:	0.00	0.76	0.12		0.76	0.51	0.00		0.76	0.71	0.71		0.46	0.00	0.76	
Delay/Veh:	0.0	22.9	14.5		48.5	8.7	0.0		57.7	60.8	60.8		42.6	0.0	51.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	22.9	14.5		48.5	8.7	0.0		57.7	60.8	60.8		42.6	0.0	51.2	
LOS by Move:	A	C	B		D	A	A		E	E	E		D	A	D	
HCM2k95thQ:	0	32	3		17	18	0		9	9	9		6	0	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	16	Average Delay (sec/veh):	15.9
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Added Vol:	0	30	0		0	30	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	1767	184		111	1691	17		15	3	26		134	2	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1767	184		111	1691	17		15	3	26		134	2	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1767	184		111	1691	17		15	3	26		134	2	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1767	184		111	1691	17		15	3	26		134	2	128	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.87	0.87		0.95	0.95	0.85	
Lanes:	1.00	3.62	0.38		1.00	2.97	0.03		1.00	0.10	0.90		1.97	0.03	1.00	
Final Sat.:	1805	6176	643		1805	5130	52		1805	170	1473		3568	53	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.06	0.33	0.33		0.01	0.02	0.02		0.04	0.04	0.08	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.02	0.54	0.54		0.12	0.64	0.64		0.03	0.03	0.03		0.15	0.15	0.15	
Volume/Cap:	0.52	0.53	0.53		0.53	0.52	0.52		0.25	0.53	0.53		0.25	0.25	0.53	
Delay/Veh:	61.5	14.9	14.9		44.2	9.9	9.9		49.3	57.0	57.0		37.8	37.8	41.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.5	14.9	14.9		44.2	9.9	9.9		49.3	57.0	57.0		37.8	37.8	41.5	
LOS by Move:	E	B	B		D	A	A		D	E	E		D	D	D	
HCM2k95thQ:	3	20	20		8	19	19		1	3	3		4	4	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 16 Average Delay (sec/veh): 25.4
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	0	1	1
Volume Module:																
Base Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Added Vol:	0	30	0		0	30	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	1753	156		194	1561	95		106	251	59		209	204	201	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	87	1753	156		194	1561	95		106	251	59		209	204	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	1753	156		194	1561	95		106	251	59		209	204	201	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	1753	156		194	1561	95		106	251	59		209	204	201	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.92	0.92		0.92	1.00	0.85	
Lanes:	1.00	2.75	0.25		2.00	3.00	1.00		1.00	1.62	0.38		2.00	1.00	1.00	
Final Sat.:	1805	4706	419		3502	5187	1615		1805	2841	668		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.37	0.37		0.06	0.30	0.06		0.06	0.09	0.09		0.06	0.11	0.12	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.53	0.53		0.08	0.52	0.52		0.08	0.14	0.14		0.09	0.15	0.23	
Volume/Cap:	0.58	0.71	0.71		0.71	0.58	0.11		0.71	0.63	0.63		0.63	0.71	0.54	
Delay/Veh:	49.6	18.7	18.7		53.2	16.7	12.2		59.0	43.2	43.2		47.5	48.1	35.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.6	18.7	18.7		53.2	16.7	12.2		59.0	43.2	43.2		47.5	48.1	35.5	
LOS by Move:	D	B	B		D	B	B		E	D	D		D	D	D	
HCM2k95thQ:	7	29	29		9	22	3		9	11	11		9	14	12	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 12 Average Delay (sec/veh): 5.6
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Added Vol:	0	30	0		0	30	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1911	47		8	1825	0		1	0	12		67	1	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1911	47		8	1825	0		1	0	12		67	1	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1911	47		8	1825	0		1	0	12		67	1	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1911	47		8	1825	0		1	0	12		67	1	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.86	1.00	0.86		0.73	0.73	0.73	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.08	0.00	0.92		0.83	0.01	0.16	
Final Sat.:	0	5042	124		1805	5187	0		126	0	1509		1140	17	221	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.38		0.00	0.35	0.00		0.01	0.00	0.01		0.06	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.00	0.75	0.75		0.76	0.76	0.00		0.12	0.00	0.12		0.12	0.12	0.12	
Volume/Cap:	0.00	0.50	0.50		0.06	0.46	0.00		0.07	0.00	0.07		0.50	0.50	0.50	
Delay/Veh:	0.0	5.0	5.0		4.4	4.4	0.0		39.5	0.0	39.5		43.9	43.9	43.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.0	5.0		4.4	4.4	0.0		39.5	0.0	39.5		43.9	43.9	43.9	
LOS by Move:	A	A	A		A	A	A		D	A	D		D	D	D	
HCM2k95thQ:	0	17	17		0	14	0		1	0	1		6	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	16	Average Delay (sec/veh):	33.8
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Added Vol:	0	19	0		5	19	6		6	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	150	1534	136		176	1369	207		244	456	134		184	436	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	150	1534	136		176	1369	207		244	456	134		184	436	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	150	1534	136		176	1369	207		244	456	134		184	436	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	150	1534	136		176	1369	207		244	456	134		184	436	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.89	0.89		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.76	0.24		2.00	2.61	0.39		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4707	417		3502	4416	668		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.33	0.33		0.05	0.31	0.31		0.14	0.13	0.08		0.10	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.44	0.44		0.07	0.40	0.40		0.17	0.18	0.18		0.15	0.16	0.22	
Volume/Cap:	0.77	0.74	0.74		0.74	0.77	0.77		0.77	0.69	0.45		0.69	0.77	0.52	
Delay/Veh:	60.7	24.5	24.5		57.3	27.9	27.9		50.6	41.3	37.5		47.8	47.0	35.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.7	24.5	24.5		57.3	27.9	27.9		50.6	41.3	37.5		47.8	47.0	35.5	
LOS by Move:	E	C	C		E	C	C		D	D	D		D	D	D	
HCM2k95thQ:	12	29	29		9	29	29		17	15	8		13	16	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	8	Average Delay (sec/veh):	4.1
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	1	0	1
Volume Module:																
Base Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Added Vol:	0	19	0		0	19	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1620	23		50	1526	29		28	17	18		20	13	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1620	23		50	1526	29		28	17	18		20	13	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1620	23		50	1526	29		28	17	18		20	13	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1620	23		50	1526	29		28	17	18		20	13	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.14	0.91	0.91		0.13	0.91	0.91		0.82	0.82	0.82		0.83	0.83	0.85	
Lanes:	1.00	2.96	0.04		1.00	2.94	0.06		0.44	0.27	0.29		0.61	0.39	1.00	
Final Sat.:	274	5104	72		247	5075	96		691	419	444		955	620	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.32		0.20	0.30	0.30		0.04	0.04	0.04		0.02	0.02	0.03	
Crit Moves:		****								****						
Green/Cycle:	0.82	0.82	0.82		0.82	0.82	0.82		0.10	0.10	0.10		0.10	0.10	0.10	
Volume/Cap:	0.06	0.39	0.39		0.25	0.37	0.37		0.39	0.39	0.39		0.20	0.20	0.24	
Delay/Veh:	1.9	2.5	2.5		2.8	2.5	2.5		43.4	43.4	43.4		41.6	41.6	41.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.9	2.5	2.5		2.8	2.5	2.5		43.4	43.4	43.4		41.6	41.6	41.9	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2k95thQ:	0	10	10		1	9	9		5	5	5		2	2	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	12	Average Delay (sec/veh):	9.1
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	14	1632	18	30	1355	57	51	53	32	28	36	66				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	1632	18	30	1355	57	51	53	32	28	36	66				
Added Vol:	0	19	0	0	19	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	1651	18	30	1374	57	51	53	32	28	36	66				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	1651	18	30	1374	57	51	53	32	28	36	66				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	1651	18	30	1374	57	51	53	32	28	36	66				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	1651	18	30	1374	57	51	53	32	28	36	66				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.90	0.90	0.62	0.94	0.94	0.68	0.90	0.90				
Lanes:	1.00	2.97	0.03	1.00	2.88	0.12	1.00	0.62	0.38	1.00	0.35	0.65				
Final Sat.:	1805	5121	56	1805	4951	205	1186	1118	675	1300	606	1110				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32	0.32	0.02	0.28	0.28	0.04	0.05	0.05	0.02	0.06	0.06				
Crit Moves:		****		****							****					
Green/Cycle:	0.02	0.71	0.71	0.04	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13				
Volume/Cap:	0.38	0.45	0.45	0.45	0.38	0.38	0.33	0.36	0.36	0.16	0.45	0.45				
Delay/Veh:	54.8	6.2	6.2	52.0	5.2	5.2	40.7	40.6	40.6	39.0	41.6	41.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	54.8	6.2	6.2	52.0	5.2	5.2	40.7	40.6	40.6	39.0	41.6	41.6				
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D				
HCM2k95thQ:	2	15	15	3	12	12	4	5	5	2	7	7				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	12	Average Delay (sec/veh):	3.9
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	13	1660	12	20	1429	13	7	1	17	10	4	21				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	13	1660	12	20	1429	13	7	1	17	10	4	21				
Added Vol:	0	19	0	0	19	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	13	1679	12	20	1448	13	7	1	17	10	4	21				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	13	1679	12	20	1448	13	7	1	17	10	4	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	13	1679	12	20	1448	13	7	1	17	10	4	21				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	13	1679	12	20	1448	13	7	1	17	10	4	21				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.81	0.81	0.81	0.99	0.87	0.87				
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.28	0.04	0.68	1.00	0.16	0.84				
Final Sat.:	1805	5145	37	1805	5136	46	430	61	1045	1877	266	1395				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.33	0.01	0.28	0.28	0.02	0.02	0.02	0.01	0.02	0.02				
Crit Moves:		****		****				****								
Green/Cycle:	0.02	0.81	0.81	0.03	0.82	0.82	0.04	0.04	0.04	0.04	0.04	0.04				
Volume/Cap:	0.34	0.40	0.40	0.40	0.34	0.34	0.40	0.40	0.40	0.13	0.37	0.37				
Delay/Veh:	53.7	2.7	2.7	53.1	2.3	2.3	51.0	51.0	51.0	47.1	50.2	50.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	53.7	2.7	2.7	53.1	2.3	2.3	51.0	51.0	51.0	47.1	50.2	50.2				
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D				
HCM2k95thQ:	2	11	11	2	8	8	3	3	3	1	3	3				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	16	Average Delay (sec/veh):	28.3
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	10	0		5	10	5		5	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1162	224		315	998	104		83	302	70		280	353	372	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1162	224		315	998	104		83	302	70		280	353	372	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1162	224		315	998	104		83	302	70		280	353	372	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1162	224		315	998	104		83	302	70		280	353	372	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.72	0.28		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4632	483		1805	2849	660		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.14		0.09	0.22	0.22		0.05	0.11	0.11		0.08	0.10	0.23	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.38	0.38		0.15	0.47	0.47		0.08	0.18	0.18		0.13	0.24	0.39	
Volume/Cap:	0.45	0.60	0.37		0.60	0.45	0.45		0.60	0.60	0.60		0.60	0.42	0.60	
Delay/Veh:	49.3	25.6	23.0		41.4	17.8	17.8		51.5	39.3	39.3		42.8	32.7	26.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	25.6	23.0		41.4	17.8	17.8		51.5	39.3	39.3		42.8	32.7	26.0	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	C	C	
HCM2k95thQ:	4	20	10		11	16	16		7	12	12		10	10	18	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	
Volume Module:																
Base Vol:	3	0	17		47	7	7		10	641	4		19	564	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	0	17		47	7	7		10	641	4		19	564	34	
Added Vol:	0	0	0		0	0	0		0	34	0		0	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	0	17		47	7	7		10	675	4		19	598	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	0	17		47	7	7		10	675	4		19	598	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	0	17		47	7	7		10	675	4		19	598	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	3	0	17		47	7	7		10	675	4		19	598	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	2.00		2.00	1.00	1.00		2.00	3.00	1.00		2.00	2.84	0.16	
Final Sat.:	3200	0	3200		3200	1600	1600		3200	4800	1600		3200	4542	258	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.01	0.00	0.00		0.00	0.14	0.00		0.01	0.13	0.13	
Crit Moves:			****		****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	4	123	0	36	47	639	3	0	592	71				
Added Vol:	0	0	0	0	0	0	0	34	0	0	34	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	4	123	0	36	47	673	3	0	626	71				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	4	123	0	36	47	673	3	0	626	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	4	123	0	36	47	673	3	0	626	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	4	123	0	36	47	673	3	0	626	71				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	2.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.69	0.31				
Final Sat.:	3200	0	3200	3200	1600	1600	3200	4800	1600	3200	4311	489				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.14	0.00	0.00	0.15	0.15				
Crit Moves:			****	****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	102	50	154	119	28	26	675	88	39	565	149				
Added Vol:	0	0	0	0	0	0	0	34	0	0	34	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	64	102	50	154	119	28	26	709	88	39	599	149				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	64	102	50	154	119	28	26	709	88	39	599	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	102	50	154	119	28	26	709	88	39	599	149				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	64	102	50	154	119	28	26	709	88	39	599	149				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.67	0.33	2.00	3.00	1.00				
Final Sat.:	3200	3200	1600	3200	3200	1600	1600	4270	530	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03	0.05	0.04	0.02	0.02	0.17	0.17	0.01	0.12	0.09				
Crit Moves:		****		****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0 1		1	0 1	1 1		1	0 3	1 0		2	0 2	1 0	
Volume Module:																
Base Vol:	151	394	206		68	315	71		100	689	97		327	529	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	394	206		68	315	71		100	689	97		327	529	50	
Added Vol:	0	0	0		0	0	0		0	34	0		0	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	151	394	206		68	315	71		100	723	97		327	563	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	151	394	206		68	315	71		100	723	97		327	563	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	394	206		68	315	71		100	723	97		327	563	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	151	394	206		68	315	71		100	723	97		327	563	50	
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.53	0.47		2.00	2.76	0.24	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5643	757		3200	4408	392	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.13		0.04	0.10	0.04		0.06	0.13	0.13		0.10	0.13	0.13	
OvlAdjV/S:			0.03													
Crit Moves:		****			****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 4	0 1		1	0 2	1 0	
Volume Module:																
Base Vol:	11	0	51		93	1	40		55	912	14		45	844	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	0	51		93	1	40		55	912	14		45	844	98	
Added Vol:	0	0	0		0	0	0		0	34	0		0	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	0	51		93	1	40		55	946	14		45	878	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	0	51		93	1	40		55	946	14		45	878	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	0	51		93	1	40		55	946	14		45	878	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	0	51		93	1	40		55	946	14		45	878	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.18	0.00	0.82		0.69	0.01	0.30		1.00	4.00	1.00		1.00	2.70	0.30	
Final Sat.:	284	0	1316		1110	12	478		1600	6400	1600		1600	4318	482	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.06	0.08	0.08		0.03	0.15	0.01		0.03	0.20	0.20	
Crit Moves:			****		****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 8 Average Delay (sec/veh): 14.8
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	131	0	160	0	0	0	0	712	349	0	845	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	131	0	160	0	0	0	0	712	349	0	845	0				
Added Vol:	0	0	0	0	0	0	0	25	9	0	34	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	131	0	160	0	0	0	0	737	358	0	879	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	131	0	160	0	0	0	0	737	358	0	879	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	131	0	160	0	0	0	0	737	358	0	879	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	131	0	160	0	0	0	0	737	358	0	879	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.69	1.31	0.00	3.00	0.00				
Final Sat.:	2201	0	1210	0	0	0	0	4427	2150	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.17	0.00				
Crit Moves:			****								****					
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.52	0.00				
Volume/Cap:	0.15	0.00	0.33	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.33	0.00				
Delay/Veh:	19.0	0.0	20.7	0.0	0.0	0.0	0.0	14.1	14.1	0.0	14.1	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	19.0	0.0	20.7	0.0	0.0	0.0	0.0	14.1	14.1	0.0	14.1	0.0				
LOS by Move:	B	A	C	A	A	A	A	B	B	A	B	A				
HCM2k95thQ:	4	0	9	0	0	0	0	10	10	0	11	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 12 Average Delay (sec/veh): 22.8
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1 1	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	158	84	109	136	0	0	0	0	529	0	85				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	158	84	109	136	0	0	0	0	529	0	85				
Added Vol:	0	0	0	0	0	0	0	0	0	16	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	158	84	109	136	0	0	0	0	545	0	85				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	158	84	109	136	0	0	0	0	545	0	85				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	158	84	109	136	0	0	0	0	545	0	85				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	158	84	109	136	0	0	0	0	545	0	85				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.94	1.00	0.94				
Lanes:	0.00	1.96	1.04	1.00	3.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24				
Final Sat.:	0	3352	1782	1805	5187	0	0	0	0	3147	0	425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05	0.06	0.03	0.00	0.00	0.00	0.00	0.17	0.00	0.20				
Crit Moves:			****	****								****				
Green/Cycle:	0.00	0.13	0.13	0.17	0.17	0.00	0.00	0.00	0.00	0.57	0.00	0.57				
Volume/Cap:	0.00	0.35	0.35	0.35	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.35				
Delay/Veh:	0.0	39.6	39.6	37.1	35.2	0.0	0.0	0.0	0.0	11.1	0.0	11.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	39.6	39.6	37.1	35.2	0.0	0.0	0.0	0.0	11.1	0.0	11.5				
LOS by Move:	A	D	D	D	D	A	A	A	A	B	A	B				
HCM2k95thQ:	0	5	5	6	3	0	0	0	0	10	0	11				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	2	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0		386	0	258		46	843	0		0	597	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		386	0	258		46	843	0		0	597	199	
Added Vol:	0	0	0		0	0	16		0	25	0		0	18	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		386	0	274		46	868	0		0	615	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		386	0	274		46	868	0		0	615	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		386	0	274		46	868	0		0	615	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		386	0	274		46	868	0		0	615	199	
OvlAdjVol:							182									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.27	0.73	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	3627	1173	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.09		0.03	0.18	0.00		0.00	0.17	0.17	
OvlAdjV/S:							0.06									
Crit Moves:					****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 8 Average Delay (sec/veh): 12.1
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	0	2	1	1	0	0	3	0	0
Volume Module:																				
Base Vol:	313	0	145		0	0	0		0	972	262		0	810	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	313	0	145		0	0	0		0	972	262		0	810	0	
Added Vol:	9	0	0		0	0	0		0	9	16		0	9	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	322	0	145		0	0	0		0	981	278		0	819	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	322	0	145		0	0	0		0	981	278		0	819	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	322	0	145		0	0	0		0	981	278		0	819	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	322	0	145		0	0	0		0	981	278		0	819	0	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		1.00	1.00	1.00		1.00	0.88	0.88		1.00	0.91	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	0.00	
Final Sat.:	3502	0	1615		0	0	0		0	5016	1672		0	5187	0	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.00	0.09		0.00	0.00	0.00		0.00	0.20	0.17		0.00	0.16	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.29	0.00	0.29		0.00	0.00	0.00		0.00	0.63	0.63		0.00	0.63	0.00	
Volume/Cap:	0.31	0.00	0.31		0.00	0.00	0.00		0.00	0.31	0.27		0.00	0.25	0.00	
Delay/Veh:	27.6	0.0	27.7		0.0	0.0	0.0		0.0	8.7	8.4		0.0	8.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.6	0.0	27.7		0.0	0.0	0.0		0.0	8.7	8.4		0.0	8.4	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A		A	A	A	
HCM2k95thQ:	8	0	7		0	0	0		0	10	8		0	8	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	E+P SAT
Command:	E+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	100.0
	Zone 1 Subtotal		.....			90	90	180	100.0
TOTAL			.....			90	90	180	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	0	9	34		0	9	0		0	0	0		34	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	253	1605	253		180	1649	80		70	248	203		253	200	161	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	253	1605	253		180	1649	80		70	248	203		253	200	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1605	253		180	1649	80		70	248	203		253	200	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1605	253		180	1649	80		70	248	203		253	200	161	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.46	0.54		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5529	871		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.29	0.29		0.06	0.26	0.05		0.04	0.08	0.13		0.08	0.06	0.10	
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Added Vol:	0	39	0		8	39	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	235	1443	323		513	1553	195		270	446	167		422	375	601	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	235	1443	323		513	1553	195		270	446	167		422	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	1443	323		513	1553	195		270	446	167		422	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	235	1443	323		513	1553	195		270	446	167		422	375	0	
OvlAdjVol:			112													
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.23	0.20		0.16	0.32	0.12		0.08	0.09	0.10		0.13	0.12	0.00	
OvlAdjV/S:			0.07													
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	10	0		5	10	5		5	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1162	224		315	998	104		83	302	70		280	353	372	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1162	224		315	998	104		83	302	70		280	353	372	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1162	224		315	998	104		83	302	70		280	353	372	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1162	224		315	998	104		83	302	70		280	353	372	
OvlAdjVol:															215	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.72	0.28		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4347	453		1600	2598	602		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24	0.14		0.10	0.23	0.23		0.05	0.12	0.12		0.09	0.11	0.23	
OvlAdjV/S:															0.13	
Crit Moves:		****			****					****			****			

Forecast Near-Term Without Project Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	108.00	125	108	233	9.5
	Zone 16 Subtotal					125	108	233	9.5
131	C-13 RETAIL	1.00	C-13 RETAIL	108.00	117.00	108	117	225	9.2
	Zone 131 Subtotal					108	117	225	9.2
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	1.9
	Zone 1000 Subtotal					9	38	47	1.9
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	7.4
	Zone 1100 Subtotal					50	130	180	7.4
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	19.5
	Zone 1200 Subtotal					109	367	476	19.5
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	1.2
	Zone 1300 Subtotal					5	24	29	1.2
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	37.5
	Zone 1400 Subtotal					245	673	918	37.5
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	13.8
	Zone 1700 Subtotal					126	211	337	13.8
TOTAL						777	1668	2445	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	16	Average Delay (sec/veh):	47.3
Optimal Cycle:	167	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	326	1510	237		170	2293	85		145	579	368		416	379	198	
Added Vol:	2	38	76		87	77	1		6	45	8		147	27	103	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	328	1548	313		257	2370	86		151	624	376		563	406	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	328	1548	313		257	2370	86		151	624	376		563	406	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	328	1548	313		257	2370	86		151	624	376		563	406	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	328	1548	313		257	2370	86		151	624	376		563	406	301	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.33	0.67		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5608	1135		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.28	0.28		0.07	0.34	0.05		0.08	0.17	0.23		0.16	0.11	0.19	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.09	0.35	0.35		0.09	0.35	0.35		0.12	0.24	0.24		0.16	0.27	0.27	
Volume/Cap:	0.99	0.79	0.79		0.79	0.99	0.15		0.68	0.73	0.99		0.99	0.41	0.68	
Delay/Veh:	91.1	31.2	31.2		56.8	48.0	22.7		50.1	38.7	80.9		76.2	29.9	36.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	91.1	31.2	31.2		56.8	48.0	22.7		50.1	38.7	80.9		76.2	29.9	36.5	
LOS by Move:	F	C	C		E	D	C		D	D	F		E	C	D	
HCM2k95thQ:	17	28	28		12	43	4		11	20	29		25	11	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	16	Average Delay (sec/veh):	17.0
Optimal Cycle:	66	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	1	1778	18		184	2766	12		90	0	72		181	0	140	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	1	1796	18		186	2794	12		91	0	73		183	0	141	
Added Vol:	0	116	11		0	231	0		0	0	0		12	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	1912	29		186	3025	12		91	0	73		195	0	141	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	1912	0		186	3025	12		91	0	73		195	0	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	1912	0		186	3025	12		91	0	73		195	0	141	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	1912	0		186	3025	12		91	0	73		195	0	141	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.91	1.00	0.91		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.56	0.00	0.44		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		965	0	772		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.05	0.44	0.01		0.09	0.00	0.09		0.04	0.00	0.09	
Crit Moves:	****					****			****				****			
Green/Cycle:	0.00	0.54	0.00		0.10	0.65	0.65		0.14	0.00	0.14		0.05	0.00	0.16	
Volume/Cap:	0.68	0.51	0.00		0.51	0.68	0.01		0.68	0.00	0.68		0.68	0.00	0.55	
Delay/Veh:	414.1	14.6	0.0		43.6	11.6	6.3		48.4	0.0	48.4		52.8	0.0	41.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	414.1	14.6	0.0		43.6	11.6	6.3		48.4	0.0	48.4		52.8	0.0	41.4	
LOS by Move:	F	B	A		D	B	A		D	A	D		D	A	D	
HCM2k95thQ:	1	19	0		7	29	0		12	0	12		7	0	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 12 Average Delay (sec/veh): 12.3
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	0	1746	404	85	2948	0	0	0	0	464	0	99				
Added Vol:	0	127	0	0	243	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1873	404	85	3191	0	0	0	0	464	0	99				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1873	404	85	3191	0	0	0	0	464	0	99				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1873	404	85	3191	0	0	0	0	464	0	99				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1873	404	85	3191	0	0	0	0	464	0	99				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.25	0.02	0.46	0.00	0.00	0.00	0.00	0.13	0.00	0.06				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.63	0.82	0.06	0.68	0.00	0.00	0.00	0.00	0.20	0.00	0.25				
Volume/Cap:	0.00	0.43	0.30	0.43	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.24				
Delay/Veh:	0.0	9.6	2.2	47.2	9.7	0.0	0.0	0.0	0.0	39.9	0.0	30.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	9.6	2.2	47.2	9.7	0.0	0.0	0.0	0.0	39.9	0.0	30.1				
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	C				
HCM2k95thQ:	0	15	6	4	28	0	0	0	0	15	0	5				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 16 Average Delay (sec/veh): 47.6
Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	293	1280	225	533	2393	503	272	459	167	486	606	536				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	296	1293	227	538	2417	508	275	464	169	491	612	541				
Added Vol:	0	77	5	73	157	13	15	0	0	13	0	35				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	296	1370	232	611	2574	521	290	464	169	504	612	576				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	296	1370	232	611	2574	521	290	464	169	504	612	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	296	1370	232	611	2574	521	290	464	169	504	612	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	296	1370	232	611	2574	521	290	464	169	504	612	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3502	6916	1615	3502	5187	1615	3502	5187	1615	3502	3610	1900				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.20	0.14	0.17	0.50	0.32	0.08	0.09	0.10	0.14	0.17	0.00				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.09	0.31	0.46	0.27	0.50	0.50	0.08	0.11	0.11	0.15	0.17	0.00				
Volume/Cap:	0.99	0.64	0.31	0.64	0.99	0.64	0.99	0.84	0.98	0.98	0.99	0.00				
Delay/Veh:	95.4	30.2	17.4	33.3	40.5	20.2	96.0	54.4	105.7	75.8	75.4	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	95.4	30.2	17.4	33.3	40.5	20.2	96.0	54.4	105.7	75.8	75.4	0.0				
LOS by Move:	F	C	B	C	D	C	F	D	F	E	E	A				
HCM2k95thQ:	16	19	9	17	57	22	16	14	17	22	27	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 16 Average Delay (sec/veh): 19.8
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1
Volume Module:																
Base Vol:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1528	65		198	2502	0		180	75	28		85	0	193	
Added Vol:	0	82	0		0	170	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1610	65		198	2672	0		180	75	28		85	0	193	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1610	65		198	2672	0		180	75	28		85	0	193	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1610	65		198	2672	0		180	75	28		85	0	193	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1610	65		198	2672	0		180	75	28		85	0	193	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.96	0.96		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.73	0.27		1.31	0.00	1.69	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1322	500		2189	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.04		0.11	0.52	0.00		0.05	0.06	0.06		0.04	0.00	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.00	0.50	0.50		0.18	0.68	0.00		0.07	0.07	0.07		0.09	0.00	0.09	
Volume/Cap:	0.00	0.62	0.08		0.62	0.76	0.00		0.69	0.76	0.76		0.43	0.00	0.76	
Delay/Veh:	0.0	18.6	13.1		41.8	11.8	0.0		52.9	67.5	67.5		43.6	0.0	53.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.6	13.1		41.8	11.8	0.0		52.9	67.5	67.5		43.6	0.0	53.6	
LOS by Move:	A	B	B		D	B	A		D	E	E		D	A	D	
HCM2k95thQ:	0	24	2		13	36	0		8	10	10		5	0	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 16 Average Delay (sec/veh): 14.0
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	16	1547	115		56	2573	15		10	11	30		162	5	118	
Added Vol:	0	82	0		0	170	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	1629	115		56	2743	15		10	11	30		162	5	118	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1629	115		56	2743	15		10	11	30		162	5	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1629	115		56	2743	15		10	11	30		162	5	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	1629	115		56	2743	15		10	11	30		162	5	118	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.89	0.89		0.95	0.95	0.85	
Lanes:	1.00	3.74	0.26		1.00	2.98	0.02		1.00	0.27	0.73		1.94	0.06	1.00	
Final Sat.:	1805	6395	452		1805	5153	28		1805	454	1237		3515	110	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.25		0.03	0.53	0.53		0.01	0.02	0.02		0.05	0.05	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.01	0.63	0.63		0.08	0.70	0.70		0.03	0.03	0.03		0.10	0.10	0.10	
Volume/Cap:	0.76	0.40	0.40		0.40	0.76	0.76		0.17	0.76	0.76		0.48	0.48	0.76	
Delay/Veh:	140.4	9.0	9.0		45.9	10.6	10.6		48.5	94.0	94.0		43.8	43.8	63.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	140.4	9.0	9.0		45.9	10.6	10.6		48.5	94.0	94.0		43.8	43.8	63.6	
LOS by Move:	F	A	A		D	B	B		D	F	F		D	D	E	
HCM2k95thQ:	3	14	14		4	35	35		1	6	6		6	6	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 16 Average Delay (sec/veh): 38.7
Optimal Cycle: 147 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	154	1507	135		313	2282	136		115	392	36		239	334	140	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	156	1522	136		316	2305	137		116	396	36		241	337	141	
Added Vol:	0	65	0		8	154	8		8	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	1587	136		324	2459	145		124	396	36		241	337	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	1587	136		324	2459	145		124	396	36		241	337	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1587	136		324	2459	145		124	396	36		241	337	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	156	1587	136		324	2459	145		124	396	36		241	337	149	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.94	0.94		0.92	1.00	0.85	
Lanes:	1.00	2.76	0.24		2.00	3.00	1.00		1.00	1.83	0.17		2.00	1.00	1.00	
Final Sat.:	1805	4719	405		3502	5187	1615		1805	3263	300		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.34	0.34		0.09	0.47	0.09		0.07	0.12	0.12		0.07	0.18	0.09	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.46	0.46		0.13	0.49	0.49		0.07	0.16	0.16		0.09	0.18	0.31	
Volume/Cap:	0.96	0.74	0.74		0.74	0.96	0.18		0.96	0.74	0.74		0.74	0.96	0.30	
Delay/Veh:	104.0	23.4	23.4		48.4	34.5	14.2		112.9	44.9	44.9		53.0	77.8	26.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	104.0	23.4	23.4		48.4	34.5	14.2		112.9	44.9	44.9		53.0	77.8	26.5	
LOS by Move:	F	C	C		D	C	B		F	D	D		D	E	C	
HCM2k95thQ:	16	29	29		13	52	5		13	16	16		11	26	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 12 Average Delay (sec/veh): 5.1
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1680	40		3	2442	0		1	2	8		66	0	9	
Added Vol:	0	65	0		0	154	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1745	40		3	2596	0		1	2	8		66	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1745	40		3	2596	0		1	2	8		66	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1745	40		3	2596	0		1	2	8		66	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1745	40		3	2596	0		1	2	8		66	0	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.88	0.88	0.88		0.72	1.00	0.72	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.09	0.18	0.73		0.88	0.00	0.12	
Final Sat.:	0	5054	117		1805	5187	0		152	304	1215		1202	0	166	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.00	0.50	0.00		0.01	0.01	0.01		0.05	0.00	0.05	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.79	0.79		0.79	0.79	0.00		0.09	0.09	0.09		0.09	0.00	0.09	
Volume/Cap:	0.00	0.44	0.44		0.04	0.63	0.00		0.08	0.08	0.08		0.63	0.00	0.63	
Delay/Veh:	0.0	3.5	3.5		2.3	4.6	0.0		42.2	42.2	42.2		54.6	0.0	54.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	3.5	3.5		2.3	4.6	0.0		42.2	42.2	42.2		54.6	0.0	54.6	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	A	D	
HCM2k95thQ:	0	13	13		0	23	0		1	1	1		7	0	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 16 Average Delay (sec/veh): 53.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	179	1227	170		137	2121	112		206	585	138		246	546	159	
Added Vol:	0	57	0		2	147	5		6	0	0		0	0	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	179	1284	170		139	2268	117		212	585	138		246	546	161	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	1284	170		139	2268	117		212	585	138		246	546	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	1284	170		139	2268	117		212	585	138		246	546	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	1284	170		139	2268	117		212	585	138		246	546	161	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.89	0.89		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.65	0.35		2.00	2.85	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4499	594		3502	4898	253		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.29	0.29	0.04	0.46	0.46	0.12	0.16	0.09	0.14	0.15	0.10				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.10	0.48	0.48	0.07	0.45	0.45	0.13	0.16	0.16	0.13	0.16	0.23				
Volume/Cap:	1.02	0.59	0.59	0.59	1.02	1.02	0.92	1.02	0.54	1.02	0.92	0.43				
Delay/Veh:	119.9	19.2	19.2	49.3	52.6	52.6	81.9	86.2	41.1	107.9	61.3	33.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	119.9	19.2	19.2	49.3	52.6	52.6	81.9	86.2	41.1	107.9	61.3	33.6				
LOS by Move:	F	B	B	D	D	D	F	F	D	F	E	C				
HCM2k95thQ:	18	22	22	6	57	57	18	27	9	23	23	9				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 Average Delay (sec/veh): 5.0
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	1	0	1
Volume Module:																
Base Vol:	4	1499	14		65	2384	15		42	38	20		29	20	27	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	4	1514	14		66	2408	15		42	38	20		29	20	27	
Added Vol:	0	57	0		0	147	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1571	14		66	2555	15		42	38	20		29	20	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1571	14		66	2555	15		42	38	20		29	20	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1571	14		66	2555	15		42	38	20		29	20	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1571	14		66	2555	15		42	38	20		29	20	27	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.05	0.91	0.91		0.14	0.91	0.91		0.81	0.81	0.81		0.76	0.76	0.85	
Lanes:	1.00	2.97	0.03		1.00	2.98	0.02		0.42	0.38	0.20		0.59	0.41	1.00	
Final Sat.:	93	5136	46		264	5151	31		649	587	309		851	587	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.31	0.25	0.50	0.50	0.07	0.07	0.07	0.03	0.03	0.02				
Crit Moves:					****			****								
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11	0.11	0.11	0.11	0.11				
Volume/Cap:	0.05	0.38	0.38	0.31	0.61	0.61	0.61	0.61	0.61	0.32	0.32	0.16				
Delay/Veh:	2.1	2.6	2.6	3.1	3.7	3.7	49.2	49.2	49.2	42.5	42.5	41.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	2.1	2.6	2.6	3.1	3.7	3.7	49.2	49.2	49.2	42.5	42.5	41.0				
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D				
HCM2k95thQ:	0	10	10	2	20	20	8	8	8	4	4	2				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	12	Average Delay (sec/veh):	11.1
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	14	1407	20	23	2284	33	98	97	68	28	68	51				
Added Vol:	0	57	0	0	147	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	1464	20	23	2431	33	98	97	68	28	68	51				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	1464	20	23	2431	33	98	97	68	28	68	51				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	1464	20	23	2431	33	98	97	68	28	68	51				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	1464	20	23	2431	33	98	97	68	28	68	51				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.58	0.94	0.94	0.43	0.94	0.94				
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	1.00	0.59	0.41	1.00	0.57	0.43				
Final Sat.:	1805	5106	70	1805	5107	70	1102	1050	733	821	1018	760				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29	0.01	0.48	0.48	0.09	0.09	0.09	0.03	0.07	0.07				
Crit Moves:	****				****			****								
Green/Cycle:	0.01	0.71	0.71	0.03	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14				
Volume/Cap:	0.65	0.41	0.41	0.41	0.65	0.65	0.63	0.65	0.65	0.24	0.47	0.47				
Delay/Veh:	103.9	6.1	6.1	52.1	7.5	7.5	48.5	46.7	46.7	39.3	40.9	40.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	103.9	6.1	6.1	52.1	7.5	7.5	48.5	46.7	46.7	39.3	40.9	40.9				
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D				
HCM2k95thQ:	3	13	13	3	26	26	8	12	12	2	8	8				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	12	Average Delay (sec/veh):	6.8
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	21	1388	15	37	2369	14	16	17	22	34	19	49				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	21	1402	15	37	2393	14	16	17	22	34	19	49				
Added Vol:	0	57	0	0	147	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	1459	15	37	2540	14	16	17	22	34	19	49				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	21	1459	15	37	2540	14	16	17	22	34	19	49				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	21	1459	15	37	2540	14	16	17	22	34	19	49				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	21	1459	15	37	2540	14	16	17	22	34	19	49				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.83	0.83	0.83	0.83	0.89	0.89				
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	0.29	0.31	0.40	1.00	0.28	0.72				
Final Sat.:	1805	5129	53	1805	5153	29	456	485	628	1569	474	1221				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28	0.02	0.49	0.49	0.04	0.04	0.04	0.02	0.04	0.04				
Crit Moves:	****				****						****					
Green/Cycle:	0.02	0.76	0.76	0.06	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07				
Volume/Cap:	0.62	0.37	0.37	0.37	0.62	0.62	0.54	0.54	0.54	0.33	0.62	0.62				
Delay/Veh:	78.6	4.1	4.1	47.9	4.4	4.4	51.0	51.0	51.0	46.6	55.8	55.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	78.6	4.1	4.1	47.9	4.4	4.4	51.0	51.0	51.0	46.6	55.8	55.8				
LOS by Move:	E	A	A	D	A	A	D	D	D	D	E	E				
HCM2k95thQ:	3	11	11	3	22	22	5	5	5	3	6	6				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 16 Average Delay (sec/veh): 30.5
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	74	1000	323		471	1827		88	95	392	77		264	393	369	
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	75	1010	326		476	1845		89	96	396	78		267	397	373	
Added Vol:	0	50	0		11	136		0	0	0	0		0	0	6	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	75	1060	326		487	1981		89	96	396	78		267	397	379	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	1060	326		487	1981		89	96	396	78		267	397	379	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	75	1060	326		487	1981		89	96	396	78		267	397	379	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	1060	326		487	1981		89	96	396	78		267	397	379	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90		0.90	0.95	0.93	0.93		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.87		0.13	1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4935		221	1805	2942	578		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.20	0.20		0.14	0.40		0.40	0.05	0.13	0.13		0.08	0.11	0.23	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.05	0.34	0.34		0.23	0.52		0.52	0.09	0.17	0.17		0.10	0.18	0.41	
Volume/Cap:	0.78	0.60	0.60		0.60	0.78		0.78	0.60	0.78	0.78		0.78	0.60	0.57	
Delay/Veh:	79.0	28.1	29.2		35.7	21.1		21.1	50.2	45.9	45.9		54.8	39.1	23.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	79.0	28.1	29.2		35.7	21.1		21.1	50.2	45.9	45.9		54.8	39.1	23.7	
LOS by Move:	E	C	C		D	C		C	D	D	D		D	D	C	
HCM2k95thQ:	8	19	17		14	34		34	8	17	17		12	13	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	2	0	2	1	0
Volume Module:																	
Base Vol:	45	56	118		287	16		61	22	1009	5		27	787	93	
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	45	57	119		290	16		62	22	1019	5		27	795	94	
Added Vol:	23	0	23		0	0		110	33	154	22		22	144	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	68	57	142		290	16		172	55	1173	27		49	939	94	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	68	57	142		290	16		172	55	1173	27		49	939	94	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	68	57	142		290	16		172	55	1173	27		49	939	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	68	57	142		290	16		172	55	1173	27		49	939	94	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.10	0.90	2.00		2.00	0.17		1.83	2.00	3.00	1.00		2.00	2.73	0.27	
Final Sat.:	1752	1448	3200		3200	275		2925	3200	4800	1600		3200	4363	437	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.09	0.06		0.06	0.02	0.24	0.02		0.02	0.22	0.22	
Crit Moves:			****		****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	6	41	112	486	24	81	56	1355	3	6	775	109				
Added Vol:	12	6	41	268	5	1	0	166	11	38	152	79				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	47	153	754	29	82	56	1521	14	44	927	188				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	18	47	153	754	29	82	56	1521	14	44	927	188				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	18	47	153	754	29	82	56	1521	14	44	927	188				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	18	47	153	754	29	82	56	1521	14	44	927	188				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.47	1.53	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.49	0.51				
Final Sat.:	3200	757	2443	3200	1600	1600	3200	4800	1600	3200	3990	810				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.06	0.06	0.24	0.02	0.05	0.02	0.32	0.01	0.01	0.23	0.23				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	140	396	291	434	1146	60	24	1578	299	145	622	131				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	141	400	294	438	1157	61	24	1594	302	146	628	132				
Added Vol:	13	0	52	357	0	88	75	395	5	20	168	173				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	154	400	346	795	1157	149	99	1989	307	166	796	305				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	154	400	346	795	1157	149	99	1989	307	166	796	305				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	154	400	346	795	1157	149	99	1989	307	166	796	305				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	154	400	346	795	1157	149	99	1989	307	166	796	305				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.61	1.39	2.00	2.00	1.00	1.00	2.60	0.40	2.00	3.00	1.00				
Final Sat.:	3200	2574	2226	3200	3200	1600	1600	4158	642	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.16	0.25	0.36	0.09	0.06	0.48	0.48	0.05	0.17	0.19				
Crit Moves:		****		****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.119
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	1	1	1	0	3	1	0	2	0	2	1	0
Volume Module:																			
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	177	628	334		141	1024	121		218	1921	257		552	681	48	
Added Vol:	29	0	0		0	0	22		23	752	28		0	311	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	206	628	334		141	1024	143		241	2673	285		552	992	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	206	628	334		141	1024	143		241	2673	285		552	992	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	206	628	334		141	1024	143		241	2673	285		552	992	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	206	628	334		141	1024	143		241	2673	285		552	992	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.62	0.38		2.00	2.86	0.14	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5784	616		3200	4576	224	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.21		0.09	0.32	0.09		0.15	0.46	0.46		0.17	0.22	0.22	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	4	0	1	1	0	2	1	0
Volume Module:																			
Base Vol:	15	2	22		347	8	84		37	2307	17		79	1185	67	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	15	2	22		350	8	85		37	2330	17		80	1197	68	
Added Vol:	0	0	0		0	0	13		11	742	0		0	298	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	2	22		350	8	98		48	3072	17		80	1495	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	2	22		350	8	98		48	3072	17		80	1495	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	2	22		350	8	98		48	3072	17		80	1495	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	2	22		350	8	98		48	3072	17		80	1495	68	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.38	0.05	0.57		0.77	0.02	0.21		1.00	4.00	1.00		1.00	2.87	0.13	
Final Sat.:	615	82	903		1229	28	343		1600	6400	1600		1600	4592	208	
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.02	0.02		0.22	0.29	0.29		0.03	0.48	0.01		0.05	0.33	0.33	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 Average Delay (sec/veh): 20.9
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	1	1	0	0	3
Volume Module:																
Base Vol:	296	0	358		0	0	0		0	1720	966		0	1059	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	299	0	362		0	0	0		0	1737	976		0	1070	0	
Added Vol:	0	0	0		0	0	0		0	381	361		0	298	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	299	0	362		0	0	0		0	2118	1337		0	1368	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	299	0	362		0	0	0		0	2118	1337		0	1368	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	299	0	362		0	0	0		0	2118	1337		0	1368	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	299	0	362		0	0	0		0	2118	1337		0	1368	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.86	0.86		1.00	0.91	1.00	
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.45	1.55		0.00	3.00	0.00	
Final Sat.:	2205	0	1207		0	0	0		0	3994	2521		0	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.30		0.00	0.00	0.00		0.00	0.53	0.53		0.00	0.26	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.33	0.00	0.33		0.00	0.00	0.00		0.00	0.59	0.59		0.00	0.59	0.00	
Volume/Cap:	0.41	0.00	0.90		0.00	0.00	0.00		0.00	0.90	0.90		0.00	0.45	0.00	
Delay/Veh:	26.0	0.0	46.2		0.0	0.0	0.0		0.0	21.5	21.5		0.0	11.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	0.0	46.2		0.0	0.0	0.0		0.0	21.5	21.5		0.0	11.6	0.0	
LOS by Move:	C	A	D		A	A	A		A	C	C		A	B	A	
HCM2k95thQ:	11	0	32		0	0	0		0	47	47		0	16	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1!
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	222	34		232	566	0		0	0	0		974	0	215	
Added Vol:	0	0	0		0	0	0		0	0	0		75	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	222	34		232	566	0		0	0	0		1049	0	215	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	222	34		232	566	0		0	0	0		1049	0	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	222	34		232	566	0		0	0	0		1049	0	215	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	222	34		232	566	0		0	0	0		1049	0	215	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.93		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	2.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.71	0.00	0.29	
Final Sat.:	0	3538	1769		1805	5187	0		0	0	0		3039	0	517	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.02		0.13	0.11	0.00		0.00	0.00	0.00		0.35	0.00	0.42	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.09	0.09		0.19	0.19	0.00		0.00	0.00	0.00		0.60	0.00	0.60	
Volume/Cap:	0.00	0.69	0.21		0.69	0.58	0.00		0.00	0.00	0.00		0.57	0.00	0.69	
Delay/Veh:	0.0	49.5	42.2		44.0	38.1	0.0		0.0	0.0	0.0		12.4	0.0	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	49.5	42.2		44.0	38.1	0.0		0.0	0.0	0.0		12.4	0.0	14.7	
LOS by Move:	A	D	D		D	D	A		A	A	A		B	A	B	
HCM2k95thQ:	0	10	2		15	13	0		0	0	0		21	0	28	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0	1033	0	450	97	2030	0	0	624	156				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	0	0	0	1043	0	455	98	2050	0	0	630	158				
Added Vol:	0	0	0	0	0	75	0	381	0	0	223	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	1043	0	530	98	2431	0	0	853	158				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	1043	0	530	98	2431	0	0	853	158				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	1043	0	530	98	2431	0	0	853	158				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	1043	0	530	98	2431	0	0	853	158				
OvlAdjVol:						334										
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	1.00	3.00	0.00	0.00	2.53	0.47				
Final Sat.:	0	0	0	3200	0	3200	1600	4800	0	0	4052	748				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.17	0.06	0.51	0.00	0.00	0.21	0.21				
OvlAdjV/S:						0.10										
Crit Moves:				****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	8	Average Delay (sec/veh):	12.0
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	328	0	214	0	0	0	0	2548	520	0	805	0				
Added Vol:	135	0	0	0	0	0	0	177	204	0	88	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	463	0	214	0	0	0	0	2725	724	0	893	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	463	0	214	0	0	0	0	2725	724	0	893	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	463	0	214	0	0	0	0	2725	724	0	893	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	463	0	214	0	0	0	0	2725	724	0	893	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	5026	1675	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.54	0.43	0.00	0.17	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.74	0.00				
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.58	0.00	0.23	0.00				
Delay/Veh:	43.1	0.0	47.9	0.0	0.0	0.0	0.0	8.0	6.1	0.0	4.1	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	43.1	0.0	47.9	0.0	0.0	0.0	0.0	8.0	6.1	0.0	4.1	0.0				
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A				
HCM2k95thQ:	16	0	15	0	0	0	0	32	21	0	6	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	108.00	125	108	233	9.5
	Zone 16 Subtotal					125	108	233	9.5
131	C-13 RETAIL	1.00	C-13 RETAIL	108.00	117.00	108	117	225	9.2
	Zone 131 Subtotal					108	117	225	9.2
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	1.9
	Zone 1000 Subtotal					9	38	47	1.9
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	7.4
	Zone 1100 Subtotal					50	130	180	7.4
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	19.5
	Zone 1200 Subtotal					109	367	476	19.5
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	1.2
	Zone 1300 Subtotal					5	24	29	1.2
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	37.5
	Zone 1400 Subtotal					245	673	918	37.5
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	13.8
	Zone 1700 Subtotal					126	211	337	13.8
TOTAL						777	1668	2445	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	326	1510	237		170	2293	85		145	579	368		416	379	198	
Added Vol:	2	38	76		87	77	1		6	45	8		147	27	103	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	328	1548	313		257	2370	86		151	624	376		563	406	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	328	1548	313		257	2370	86		151	624	376		563	406	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	328	1548	313		257	2370	86		151	624	376		563	406	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	328	1548	313		257	2370	86		151	624	376		563	406	301	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.33	0.67		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5323	1077		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.29	0.29		0.08	0.37	0.05		0.09	0.19	0.23		0.18	0.13	0.19	
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	296	1293	227		538	2417	508		275	464	169		491	612	541	
Added Vol:	0	77	5		73	157	13		15	0	0		13	0	35	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	296	1370	232		611	2574	521		290	464	169		504	612	576	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	296	1370	232		611	2574	521		290	464	169		504	612	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	1370	232		611	2574	521		290	464	169		504	612	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	296	1370	232		611	2574	521		290	464	169		504	612	0	
OvlAdjVol:			0													
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.21	0.15		0.19	0.54	0.33		0.09	0.10	0.11		0.16	0.19	0.00	
OvlAdjV/S:			0.00													
Crit Moves:	****					****			****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	74	1000	323		471	1827		88		95	392		77	264	393		369
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01		1.01	1.01		1.01	1.01	1.01		1.01
Initial Bse:	75	1010	326		476	1845		89		96	396		78	267	397		373
Added Vol:	0	50	0		11	136		0		0	0		0	0	0		6
PasserByVol:	0	0	0		0	0		0		0	0		0	0	0		0
Initial Fut:	75	1060	326		487	1981		89		96	396		78	267	397		379
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	75	1060	326		487	1981		89		96	396		78	267	397		379
Reduct Vol:	0	0	0		0	0		0		0	0		0	0	0		0
Reduced Vol:	75	1060	326		487	1981		89		96	396		78	267	397		379
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	75	1060	326		487	1981		89		96	396		78	267	397		379
OvlAdjVol:																	135
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600		1600		1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	3.00	1.00		2.00	2.87		0.13		1.00	1.67		0.33	2.00	2.00		1.00
Final Sat.:	1600	4800	1600		3200	4594		206		1600	2675		525	3200	3200		1600
Capacity Analysis Module:																	
Vol/Sat:	0.05	0.22	0.20		0.15	0.43		0.43		0.06	0.15		0.15	0.08	0.12		0.24
OvlAdjV/S:																	0.08
Crit Moves:	****					****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario: OY NP SAT

Command: OY NP SAT
Volume: EX SAT
Geometry: EXISTING
Impact Fee: Default Impact Fee
Trip Generation: CUMULATIVE OY SAT
Trip Distribution: DEFAULT
Paths: Default Path
Routes: Default Route
Configuration: OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	70.00	125	70	195	12.8
	Zone 16 Subtotal					125	70	195	12.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	159.00	173	159	332	21.7
	Zone 131 Subtotal					173	159	332	21.7
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	1.0
	Zone 1000 Subtotal					8	8	16	1.0
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	8.2
	Zone 1100 Subtotal					59	66	125	8.2
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	13.8
	Zone 1200 Subtotal					114	97	211	13.8
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.5
	Zone 1300 Subtotal					4	4	8	0.5
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	24.1
	Zone 1400 Subtotal					180	189	369	24.1
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	17.9
	Zone 1700 Subtotal					153	120	273	17.9
TOTAL						816	713	1529	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 16 Average Delay (sec/veh): 29.5
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	256	1612	221		182	1656	81		71	250	205		221	202	163	
Added Vol:	2	40	81		80	34	1		1	32	2		62	23	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1652	302		262	1690	82		72	282	207		283	225	241	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1652	302		262	1690	82		72	282	207		283	225	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1652	302		262	1690	82		72	282	207		283	225	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	258	1652	302		262	1690	82		72	282	207		283	225	241	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.38	0.62		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5712	1045		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.29		0.07	0.24	0.05		0.04	0.08	0.13		0.08	0.06	0.15	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.12	0.42	0.42		0.11	0.41	0.41		0.06	0.19	0.19		0.12	0.24	0.24	
Volume/Cap:	0.60	0.68	0.68		0.68	0.60	0.12		0.62	0.42	0.68		0.68	0.26	0.62	
Delay/Veh:	43.7	24.0	24.0		47.8	23.4	18.4		55.1	36.2	44.1		46.9	30.8	36.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.7	24.0	24.0		47.8	23.4	18.4		55.1	36.2	44.1		46.9	30.8	36.7	
LOS by Move:	D	C	C		D	C	B		E	D	D		D	C	D	
HCM2k95thQ:	9	25	25		10	21	3		6	9	14		11	6	14	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 16 Average Delay (sec/veh): 10.4
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	8	1944	18		83	1781	12		15	0	6		30	0	127	
Added Vol:	0	122	17		0	98	0		0	0	0		16	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	2066	35		83	1879	12		15	0	6		46	0	127	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2066	0		83	1879	12		15	0	6		46	0	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	2066	0		83	1879	12		15	0	6		46	0	127	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	2066	0		83	1879	12		15	0	6		46	0	127	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.93	1.00	0.93		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.71	0.00	0.29		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		1260	0	504		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.02	0.27	0.01		0.01	0.00	0.01		0.01	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.01	0.64	0.00		0.05	0.68	0.68		0.03	0.00	0.03		0.12	0.00	0.17	
Volume/Cap:	0.40	0.46	0.00		0.46	0.40	0.01		0.46	0.00	0.46		0.07	0.00	0.46	
Delay/Veh:	61.4	9.1	0.0		48.0	6.9	5.0		55.3	0.0	55.3		39.2	0.0	38.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.4	9.1	0.0		48.0	6.9	5.0		55.3	0.0	55.3		39.2	0.0	38.6	
LOS by Move:	E	A	A		D	A	A		E	A	E		D	A	D	
HCM2k95thQ:	1	17	0		4	13	0		3	0	3		1	0	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	12	Average Delay (sec/veh):	16.5
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	0	0	0	0	2	0	0	0	1
Volume Module:																		
Base Vol:	0	1760	573		154	1636		0	0		0		583		0		142
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01		1.01		1.01		1.01		1.01
Initial Bse:	0	1778	579		156	1652		0	0		0		589		0		143
Added Vol:	0	139	0		0	114		0	0		0		0		0		0
PasserByVol:	0	0	0		0	0		0	0		0		0		0		0
Initial Fut:	0	1917	579		156	1766		0	0		0		589		0		143
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00
PHF Volume:	0	1917	579		156	1766		0	0		0		589		0		143
Reduct Vol:	0	0	0		0	0		0	0		0		0		0		0
Reduced Vol:	0	1917	579		156	1766		0	0		0		589		0		143
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00
FinalVolume:	0	1917	579		156	1766		0	0		0		589		0		143
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900		1900		1900		1900
Adjustment:	1.00	0.91	0.85		0.92	0.91		1.00	1.00		1.00		0.92		1.00		0.85
Lanes:	1.00	4.00	1.00		2.00	4.00		0.00	0.00		0.00		2.00		0.00		1.00
Final Sat.:	1900	6916	1615		3502	6916		0	0		0		3502		0		1615
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.28	0.36		0.04	0.26		0.00	0.00		0.00		0.17		0.00		0.09
Crit Moves:		****			****								****				
Green/Cycle:	0.00	0.50	0.80		0.08	0.58		0.00	0.00		0.00		0.30		0.00		0.38
Volume/Cap:	0.00	0.56	0.45		0.56	0.44		0.00	0.00		0.00		0.56		0.00		0.23
Delay/Veh:	0.0	17.6	3.4		46.8	12.0		0.0	0.0		0.0		29.9		0.0		21.2
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	0.0	17.6	3.4		46.8	12.0		0.0	0.0		0.0		29.9		0.0		21.2
LOS by Move:	A	B	A		D	B		A	A		A		C		A		C
HCM2k95thQ:	0	21	11		6	16		0	0		0		16		0		6

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	16	Average Delay (sec/veh):	33.3
Optimal Cycle:	71	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																		
Base Vol:	235	1404	323		505	1514		195	270	446	167		422	375	593	
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	237	1418	326		510	1529		197	273	450	169		426	379	599	
Added Vol:	0	78	6		38	65		10	16	0	0		7	0	45	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	237	1496	332		548	1594		207	289	450	169		433	379	644	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	237	1496	332		548	1594		207	289	450	169		433	379	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	237	1496	332		548	1594		207	289	450	169		433	379	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	237	1496	332		548	1594		207	289	450	169		433	379	0	
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91		0.85	0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00		1.00	2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187		1615	3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.22	0.21		0.16	0.31		0.13	0.08	0.09	0.10		0.12	0.10	0.00	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.09	0.30	0.48		0.22	0.43		0.43	0.14	0.15	0.15		0.17	0.18	0.00	
Volume/Cap:	0.72	0.72	0.43		0.72	0.72		0.30	0.59	0.59	0.72		0.72	0.59	0.00	
Delay/Veh:	51.5	32.3	17.7		39.4	24.9		19.1	42.1	41.2	50.7		43.1	39.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.5	32.3	17.7		39.4	24.9		19.1	42.1	41.2	50.7		43.1	39.1	0.0	
LOS by Move:	D	C	B		D	C		B	D	D	D		D	D	A	
HCM2k95thQ:	10	22	13		18	28		8	10	11	12		15	12	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	16	Average Delay (sec/veh):	23.0
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0 3	0	0	2	0 0	1	0	1	0 1!	0	1
Volume Module:																
Base Vol:	0	1851	91	253	1706	0	188	75	21	107	0	223				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	0	1870	92	256	1723	0	190	76	21	108	0	225				
Added Vol:	0	84	0	0	72	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1954	92	256	1795	0	190	76	21	108	0	225				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1954	92	256	1795	0	190	76	21	108	0	225				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1954	92	256	1795	0	190	76	21	108	0	225				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1954	92	256	1795	0	190	76	21	108	0	225				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.95	0.91	1.00	0.92	0.97	0.97	0.88	1.00	0.88				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	2.00	0.78	0.22	1.32	0.00	1.68				
Final Sat.:	0	5187	1615	1805	5187	0	3502	1435	402	2226	0	2817				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.06	0.14	0.35	0.00	0.05	0.05	0.05	0.05	0.00	0.08				
Crit Moves:		****		****			****					****				
Green/Cycle:	0.00	0.48	0.48	0.18	0.67	0.00	0.07	0.07	0.07	0.10	0.00	0.10				
Volume/Cap:	0.00	0.78	0.12	0.78	0.52	0.00	0.78	0.76	0.76	0.47	0.00	0.78				
Delay/Veh:	0.0	22.9	14.1	50.0	8.6	0.0	60.2	68.0	68.0	42.8	0.0	52.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	22.9	14.1	50.0	8.6	0.0	60.2	68.0	68.0	42.8	0.0	52.4				
LOS by Move:	A	C	B	D	A	A	E	E	E	D	A	D				
HCM2k95thQ:	0	33	3	18	19	0	9	9	9	6	0	12				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	16	Average Delay (sec/veh):	15.8
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1	0	1	0 2	1	0	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	18	1737	184	111	1661	17	15	3	26	134	2	128				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	18	1754	186	112	1678	17	15	3	26	135	2	129				
Added Vol:	0	84	0	0	72	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	1838	186	112	1750	17	15	3	26	135	2	129				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	18	1838	186	112	1750	17	15	3	26	135	2	129				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	18	1838	186	112	1750	17	15	3	26	135	2	129				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	18	1838	186	112	1750	17	15	3	26	135	2	129				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.87	0.87	0.95	0.95	0.85				
Lanes:	1.00	3.63	0.37	1.00	2.97	0.03	1.00	0.10	0.90	1.97	0.03	1.00				
Final Sat.:	1805	6193	626	1805	5131	50	1805	170	1473	3568	53	1615				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.30	0.06	0.34	0.34	0.01	0.02	0.02	0.04	0.04	0.08				
Crit Moves:		****		****				****				****				
Green/Cycle:	0.02	0.55	0.55	0.11	0.64	0.64	0.03	0.03	0.03	0.15	0.15	0.15				
Volume/Cap:	0.53	0.54	0.54	0.54	0.53	0.53	0.26	0.54	0.54	0.26	0.26	0.54				
Delay/Veh:	63.7	14.8	14.8	44.8	9.9	9.9	49.5	58.6	58.6	38.1	38.1	42.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	63.7	14.8	14.8	44.8	9.9	9.9	49.5	58.6	58.6	38.1	38.1	42.1				
LOS by Move:	E	B	B	D	A	A	D	E	E	D	D	D				
HCM2k95thQ:	3	20	20	8	20	20	2	4	4	4	4	9				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	16	Average Delay (sec/veh):	26.1
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	88	1740	158		196	1546	96		107	254	60		211	206	203	
Added Vol:	0	65	0		7	58	7		10	0	0		0	0	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	88	1805	158		203	1604	103		117	254	60		211	206	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	88	1805	158		203	1604	103		117	254	60		211	206	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	1805	158		203	1604	103		117	254	60		211	206	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	1805	158		203	1604	103		117	254	60		211	206	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.92	0.92		0.92	1.00	0.85	
Lanes:	1.00	2.76	0.24		2.00	3.00	1.00		1.00	1.62	0.38		2.00	1.00	1.00	
Final Sat.:	1805	4713	411		3502	5187	1615		1805	2841	668		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.38	0.38		0.06	0.31	0.06		0.06	0.09	0.09		0.06	0.11	0.13	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.52	0.52		0.08	0.52	0.52		0.09	0.14	0.14		0.10	0.15	0.23	
Volume/Cap:	0.59	0.73	0.73		0.73	0.59	0.12		0.73	0.63	0.63		0.63	0.73	0.58	
Delay/Veh:	50.6	19.4	19.4		54.5	17.0	12.3		60.2	43.1	43.1		47.4	50.1	36.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	19.4	19.4		54.5	17.0	12.3		60.2	43.1	43.1		47.4	50.1	36.7	
LOS by Move:	D	B	B		D	B	B		E	D	D		D	D	D	
HCM2k95thQ:	7	31	31		9	23	3		10	11	11		9	15	13	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	12	Average Delay (sec/veh):	5.6
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1900	47		8	1813	0		1	0	12		68	1	13	
Added Vol:	0	65	0		0	58	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1965	47		8	1871	0		1	0	12		68	1	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1965	47		8	1871	0		1	0	12		68	1	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1965	47		8	1871	0		1	0	12		68	1	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1965	47		8	1871	0		1	0	12		68	1	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.86	1.00	0.86		0.73	0.73	0.73	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.08	0.00	0.92		0.83	0.01	0.16	
Final Sat.:	0	5044	122		1805	5187	0		126	0	1509		1140	17	221	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.00	0.36	0.00		0.01	0.00	0.01		0.06	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.00	0.76	0.76		0.76	0.76	0.00		0.12	0.00	0.12		0.12	0.12	0.12	
Volume/Cap:	0.00	0.52	0.52		0.07	0.47	0.00		0.07	0.00	0.07		0.52	0.52	0.52	
Delay/Veh:	0.0	5.0	5.0		4.5	4.4	0.0		39.6	0.0	39.6		44.5	44.5	44.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.0	5.0		4.5	4.4	0.0		39.6	0.0	39.6		44.5	44.5	44.5	
LOS by Move:	A	A	A		A	A	A		D	A	D		D	D	D	
HCM2k95thQ:	0	17	17		0	15	0		1	0	1		6	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	16	Average Delay (sec/veh):	34.2
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	152	1530	137		173	1364	203		240	461	135		186	440	187	
Added Vol:	0	55	0		3	52	4		6	0	0		0	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	152	1585	137		176	1416	207		246	461	135		186	440	190	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	152	1585	137		176	1416	207		246	461	135		186	440	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	152	1585	137		176	1416	207		246	461	135		186	440	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	152	1585	137		176	1416	207		246	461	135		186	440	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.89	0.89		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.76	0.24		2.00	2.62	0.38		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4716	409		3502	4439	649		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.34	0.34		0.05	0.32	0.32		0.14	0.13	0.08		0.10	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.45	0.45		0.07	0.41	0.41		0.17	0.18	0.18		0.15	0.15	0.22	
Volume/Cap:	0.79	0.75	0.75		0.75	0.79	0.79		0.79	0.70	0.46		0.70	0.79	0.53	
Delay/Veh:	62.7	24.7	24.7		59.0	28.1	28.1		52.0	41.8	37.7		48.8	48.0	35.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.7	24.7	24.7		59.0	28.1	28.1		52.0	41.8	37.7		48.8	48.0	35.9	
LOS by Move:	E	C	C		E	C	C		D	D	D		D	D	D	
HCM2k95thQ:	13	30	30		9	30	30		17	16	8		13	17	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	8	Average Delay (sec/veh):	4.1
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	1	0	0 1
Volume Module:																
Base Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	14	1617	23		51	1522	29		28	17	18		20	13	41	
Added Vol:	0	55	0		0	52	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1672	23		51	1574	29		28	17	18		20	13	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1672	23		51	1574	29		28	17	18		20	13	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1672	23		51	1574	29		28	17	18		20	13	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1672	23		51	1574	29		28	17	18		20	13	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.14	0.91	0.91		0.12	0.91	0.91		0.82	0.82	0.82		0.83	0.83	0.85	
Lanes:	1.00	2.96	0.04		1.00	2.95	0.05		0.44	0.27	0.29		0.61	0.39	1.00	
Final Sat.:	260	5106	71		234	5077	94		689	418	443		958	623	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.33	0.33		0.22	0.31	0.31		0.04	0.04	0.04		0.02	0.02	0.03	
Crit Moves:		****								****						
Green/Cycle:	0.82	0.82	0.82		0.82	0.82	0.82		0.10	0.10	0.10		0.10	0.10	0.10	
Volume/Cap:	0.07	0.40	0.40		0.26	0.38	0.38		0.40	0.40	0.40		0.21	0.21	0.25	
Delay/Veh:	1.9	2.5	2.5		2.9	2.5	2.5		43.7	43.7	43.7		41.8	41.8	42.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.9	2.5	2.5		2.9	2.5	2.5		43.7	43.7	43.7		41.8	41.8	42.1	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2k95thQ:	0	10	10		1	10	10		5	5	5		2	2	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	12	Average Delay (sec/veh):	9.0
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	14	1648	18		30	1369	58		52	54	32		28	36	67	
Added Vol:	0	55	0		0	52	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1703	18		30	1421	58		52	54	32		28	36	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1703	18		30	1421	58		52	54	32		28	36	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1703	18		30	1421	58		52	54	32		28	36	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1703	18		30	1421	58		52	54	32		28	36	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.90	0.90		0.62	0.94	0.94		0.68	0.90	0.90	
Lanes:	1.00	2.97	0.03		1.00	2.88	0.12		1.00	0.62	0.38		1.00	0.35	0.65	
Final Sat.:	1805	5122	55		1805	4955	201		1176	1118	675		1292	606	1110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.33		0.02	0.29	0.29		0.04	0.05	0.05		0.02	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.02	0.71	0.71		0.04	0.73	0.73		0.13	0.13	0.13		0.13	0.13	0.13	
Volume/Cap:	0.39	0.47	0.47		0.47	0.39	0.39		0.34	0.37	0.37		0.17	0.47	0.47	
Delay/Veh:	55.3	6.2	6.2		52.4	5.1	5.1		41.0	40.8	40.8		39.3	41.9	41.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.3	6.2	6.2		52.4	5.1	5.1		41.0	40.8	40.8		39.3	41.9	41.9	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	16	16		3	12	12		4	6	6		2	7	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	12	Average Delay (sec/veh):	3.9
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	
Volume Module:																
Base Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	13	1677	12		20	1443	13		7	1	17		10	4	21	
Added Vol:	0	55	0		0	52	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	1732	12		20	1495	13		7	1	17		10	4	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	1732	12		20	1495	13		7	1	17		10	4	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	1732	12		20	1495	13		7	1	17		10	4	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	1732	12		20	1495	13		7	1	17		10	4	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.81	0.81	0.81		1.00	0.87	0.87	
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		0.28	0.04	0.68		1.00	0.16	0.84	
Final Sat.:	1805	5146	36		1805	5137	45		430	61	1045		1900	266	1395	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34		0.01	0.29	0.29		0.02	0.02	0.02		0.01	0.02	0.02	
Crit Moves:		****			****					****						
Green/Cycle:	0.02	0.81	0.81		0.03	0.82	0.82		0.04	0.04	0.04		0.04	0.04	0.04	
Volume/Cap:	0.36	0.41	0.41		0.41	0.36	0.36		0.41	0.41	0.41		0.13	0.38	0.38	
Delay/Veh:	54.1	2.7	2.7		53.5	2.3	2.3		51.4	51.4	51.4		47.2	50.5	50.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.1	2.7	2.7		53.5	2.3	2.3		51.4	51.4	51.4		47.2	50.5	50.5	
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	11	11		2	9	9		3	3	3		1	3	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 16 Average Delay (sec/veh): 28.2
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	2	0	2	0	1
Volume Module:																		
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367			
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01			
Initial Bse:	44	1164	226		313	998	100		79	305	71		283	357	371			
Added Vol:	0	48	0		6	46	0		0	0	0		0	0	8			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	44	1212	226		319	1044	100		79	305	71		283	357	379			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	44	1212	226		319	1044	100		79	305	71		283	357	379			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	44	1212	226		319	1044	100		79	305	71		283	357	379			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	44	1212	226		319	1044	100		79	305	71		283	357	379			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900			
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85			
Lanes:	1.00	3.00	1.00		2.00	2.74	0.26		1.00	1.62	0.38		2.00	2.00	1.00			
Final Sat.:	1805	5187	1615		3502	4672	448		1805	2849	660		3502	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.23	0.14		0.09	0.22	0.22		0.04	0.11	0.11		0.08	0.10	0.23			
Crit Moves:		****			****					****			****					
Green/Cycle:	0.05	0.38	0.38		0.15	0.48	0.48		0.07	0.18	0.18		0.13	0.24	0.39			
Volume/Cap:	0.47	0.61	0.37		0.61	0.47	0.47		0.61	0.61	0.61		0.61	0.42	0.61			
Delay/Veh:	49.6	25.4	22.5		41.9	17.6	17.6		53.1	39.9	39.9		43.3	32.7	26.4			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	49.6	25.4	22.5		41.9	17.6	17.6		53.1	39.9	39.9		43.3	32.7	26.4			
LOS by Move:	D	C	C		D	B	B		D	D	D		D	C	C			
HCM2k95thQ:	4	21	10		11	16	16		7	12	12		10	10	18			

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	2	0	2	1	0
Volume Module:																		
Base Vol:	3	0	17		47	7	7		10	641	4		19	564	34			
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01			
Initial Bse:	3	0	17		47	7	7		10	647	4		19	570	34			
Added Vol:	32	0	32		0	0	29		34	123	35		35	102	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	35	0	49		47	7	36		44	770	39		54	672	34			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	35	0	49		47	7	36		44	770	39		54	672	34			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	35	0	49		47	7	36		44	770	39		54	672	34			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	35	0	49		47	7	36		44	770	39		54	672	34			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	2.00	0.00	2.00		2.00	0.33	1.67		2.00	3.00	1.00		2.00	2.85	0.15			
Final Sat.:	3200	0	3200		3200	524	2676		3200	4800	1600		3200	4567	233			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.02		0.01	0.01	0.01		0.01	0.16	0.02		0.02	0.15	0.15			
Crit Moves:			****		****					****			****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	0	0	4	124	0	36	47	645	3	0	598	72				
Added Vol:	16	8	56	70	9	0	0	138	17	61	121	82				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	16	8	60	194	9	36	47	783	20	61	719	154				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	16	8	60	194	9	36	47	783	20	61	719	154				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	8	60	194	9	36	47	783	20	61	719	154				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	16	8	60	194	9	36	47	783	20	61	719	154				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.24	1.76	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.47	0.53				
Final Sat.:	3200	376	2824	3200	1600	1600	3200	4800	1600	3200	3955	845				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02	0.06	0.01	0.02	0.01	0.16	0.01	0.02	0.18	0.18				
Crit Moves:			****	****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	65	103	51	156	120	28	26	682	89	39	571	150				
Added Vol:	7	0	26	120	0	44	72	186	6	24	212	144				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	72	103	77	276	120	72	98	868	95	63	783	294				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	72	103	77	276	120	72	98	868	95	63	783	294				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	103	77	276	120	72	98	868	95	63	783	294				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	103	77	276	120	72	98	868	95	63	783	294				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.72	1.28	2.00	2.00	1.00	1.00	2.70	0.30	2.00	3.00	1.00				
Final Sat.:	3200	2755	2045	3200	3200	1600	1600	4327	473	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04	0.09	0.04	0.05	0.06	0.20	0.20	0.02	0.16	0.18				
Crit Moves:		****		****			****					****				

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	1	1	1	0	3	1	0	2	0	1	0
Volume Module:																		
Base Vol:	151	394	206		68	315	71		100	689	97		327	529	50	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	153	398	208		69	318	72		101	696	98		330	534	51	
Added Vol:	38	0	0		0	0	35		32	269	31		0	306	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	398	208		69	318	107		133	965	129		330	840	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	191	398	208		69	318	107		133	965	129		330	840	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	191	398	208		69	318	107		133	965	129		330	840	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	191	398	208		69	318	107		133	965	129		330	840	51	
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.53	0.47		2.00	2.83	0.17	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5645	755		3200	4528	272	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.13		0.04	0.10	0.07		0.08	0.17	0.17		0.10	0.19	0.19	
OvlAdjV/S:			0.03													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	4	0	1	1	0	2	1	0
Volume Module:																		
Base Vol:	11	0	51		93	1	40		55	912	14		45	844	98	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	11	0	52		94	1	40		56	921	14		45	852	99	
Added Vol:	0	0	0		0	0	13		7	262	0		0	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	0	52		94	1	53		63	1183	14		45	1145	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	0	52		94	1	53		63	1183	14		45	1145	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	0	52		94	1	53		63	1183	14		45	1145	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	0	52		94	1	53		63	1183	14		45	1145	99	
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.18	0.00	0.82		0.63	0.01	0.36		1.00	4.00	1.00		1.00	2.76	0.24	
Final Sat.:	284	0	1316		1013	11	576		1600	6400	1600		1600	4418	382	
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.04		0.06	0.09	0.09		0.04	0.18	0.01		0.03	0.26	0.26	
Crit Moves:			****		****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 8 Average Delay (sec/veh): 12.9
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	1	1	0	0	3
Volume Module:																
Base Vol:	131	0	160		0	0	0		0	712	349		0	845	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	132	0	162		0	0	0		0	719	352		0	853	0	
Added Vol:	0	0	0		0	0	0		0	154	108		0	293	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	132	0	162		0	0	0		0	873	460		0	1146	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	132	0	162		0	0	0		0	873	460		0	1146	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	132	0	162		0	0	0		0	873	460		0	1146	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	132	0	162		0	0	0		0	873	460		0	1146	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.86	0.86		1.00	0.91	1.00	
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.62	1.38		0.00	3.00	0.00	
Final Sat.:	2201	0	1210		0	0	0		0	4292	2264		0	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13		0.00	0.00	0.00		0.00	0.20	0.20		0.00	0.22	0.00	
Crit Moves:			****											****		
Green/Cycle:	0.35	0.00	0.35		0.00	0.00	0.00		0.00	0.57	0.57		0.00	0.57	0.00	
Volume/Cap:	0.17	0.00	0.39		0.00	0.00	0.00		0.00	0.35	0.35		0.00	0.39	0.00	
Delay/Veh:	22.8	0.0	25.0		0.0	0.0	0.0		0.0	11.5	11.5		0.0	11.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.8	0.0	25.0		0.0	0.0	0.0		0.0	11.5	11.5		0.0	11.8	0.0	
LOS by Move:	C	A	C		A	A	A		A	B	B		A	B	A	
HCM2k95thQ:	4	0	10		0	0	0		0	12	12		0	13	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 12 Average Delay (sec/veh): 22.2
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	158	84		109	136	0		0	0	0		529	0	85	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	160	85		110	137	0		0	0	0		534	0	86	
Added Vol:	0	0	0		0	0	0		0	0	0		76	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	160	85		110	137	0		0	0	0		610	0	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	160	85		110	137	0		0	0	0		610	0	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	160	85		110	137	0		0	0	0		610	0	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	160	85		110	137	0		0	0	0		610	0	86	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.90	0.90		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	1.96	1.04		1.00	3.00	0.00		0.00	0.00	0.00		1.78	0.00	0.22	
Final Sat.:	0	3352	1782		1805	5187	0		0	0	0		3182	0	392	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.06	0.03	0.00		0.00	0.00	0.00		0.19	0.00	0.22	
Crit Moves:			****		****										****	
Green/Cycle:	0.00	0.13	0.13		0.16	0.16	0.00		0.00	0.00	0.00		0.59	0.00	0.59	
Volume/Cap:	0.00	0.37	0.37		0.37	0.16	0.00		0.00	0.00	0.00		0.33	0.00	0.37	
Delay/Veh:	0.0	40.3	40.3		38.0	36.0	0.0		0.0	0.0	0.0		10.6	0.0	11.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	40.3	40.3		38.0	36.0	0.0		0.0	0.0	0.0		10.6	0.0	11.0	
LOS by Move:	A	D	D		D	D	A		A	A	A		B	A	B	
HCM2k95thQ:	0	6	6		7	3	0		0	0	0		10	0	12	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	2	1	0	3	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	0	0	0		386	0	258		46	843	0		0	597	199	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		390	0	261		46	851	0		0	603	201	
Added Vol:	0	0	0		0	0	76		0	154	0		0	218	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		390	0	337		46	1005	0		0	821	201	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		390	0	337		46	1005	0		0	821	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		390	0	337		46	1005	0		0	821	201	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		390	0	337		46	1005	0		0	821	201	
OvlAdjVol:							244									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.41	0.59	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	3856	944	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.11		0.03	0.21	0.00		0.00	0.21	0.21	
OvlAdjV/S:							0.08									
Crit Moves:					****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 8 Average Delay (sec/veh): 13.8
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	3	0	0
Volume Module:																				
Base Vol:	313	0	145		0	0	0		0	972	262		0	810	0	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	316	0	146		0	0	0		0	982	265		0	818	0	
Added Vol:	119	0	0		0	0	0		0	87	68		0	99	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	435	0	146		0	0	0		0	1069	333		0	917	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	435	0	146		0	0	0		0	1069	333		0	917	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	435	0	146		0	0	0		0	1069	333		0	917	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	435	0	146		0	0	0		0	1069	333		0	917	0	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.85		1.00	1.00	1.00		1.00	0.88	0.88		1.00	0.91	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	0.00	
Final Sat.:	3502	0	1615		0	0	0		0	5000	1667		0	5187	0	
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.00	0.09		0.00	0.00	0.00		0.00	0.21	0.20		0.00	0.18	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.34	0.00	0.34		0.00	0.00	0.00		0.00	0.58	0.58		0.00	0.58	0.00	
Volume/Cap:	0.37	0.00	0.27		0.00	0.00	0.00		0.00	0.37	0.34		0.00	0.30	0.00	
Delay/Veh:	25.2	0.0	24.3		0.0	0.0	0.0		0.0	11.2	11.0		0.0	10.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.2	0.0	24.3		0.0	0.0	0.0		0.0	11.2	11.0		0.0	10.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	B	B		A	B	A	
HCM2k95thQ:	10	0	7		0	0	0		0	12	11		0	10	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	OY NP SAT
Command:	OY NP SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE OY SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	70.00	125	70	195	12.8
	Zone 16 Subtotal					125	70	195	12.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	159.00	173	159	332	21.7
	Zone 131 Subtotal					173	159	332	21.7
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	1.0
	Zone 1000 Subtotal					8	8	16	1.0
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	8.2
	Zone 1100 Subtotal					59	66	125	8.2
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	13.8
	Zone 1200 Subtotal					114	97	211	13.8
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.5
	Zone 1300 Subtotal					4	4	8	0.5
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	24.1
	Zone 1400 Subtotal					180	189	369	24.1
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	17.9
	Zone 1700 Subtotal					153	120	273	17.9
TOTAL						816	713	1529	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	256	1612	221		182	1656	81		71	250	205		221	202	163	
Added Vol:	2	40	81		80	34	1		1	32	2		62	23	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1652	302		262	1690	82		72	282	207		283	225	241	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1652	302		262	1690	82		72	282	207		283	225	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1652	302		262	1690	82		72	282	207		283	225	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	258	1652	302		262	1690	82		72	282	207		283	225	241	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.38	0.62		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5410	990		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.31	0.31		0.08	0.26	0.05		0.04	0.09	0.13		0.09	0.07	0.15	
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	237	1418	326		510	1529	197		273	450	169		426	379	599	
Added Vol:	0	78	6		38	65	10		16	0	0		7	0	45	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	237	1496	332		548	1594	207		289	450	169		433	379	644	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	237	1496	332		548	1594	207		289	450	169		433	379	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	237	1496	332		548	1594	207		289	450	169		433	379	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	237	1496	332		548	1594	207		289	450	169		433	379	0	
OvlAdjVol:			116													
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.23	0.21		0.17	0.33	0.13		0.09	0.09	0.11		0.14	0.12	0.00	
OvlAdjV/S:			0.07													
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	44	1164	226		313	998	100		79	305	71		283	357	371	
Added Vol:	0	48	0		6	46	0		0	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1212	226		319	1044	100		79	305	71		283	357	379	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1212	226		319	1044	100		79	305	71		283	357	379	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1212	226		319	1044	100		79	305	71		283	357	379	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1212	226		319	1044	100		79	305	71		283	357	379	
OvlAdjVol:															219	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.74	0.26		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4380	420		1600	2598	602		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.14		0.10	0.24	0.24		0.05	0.12	0.12		0.09	0.11	0.24	
OvlAdjV/S:															0.14	
Crit Moves:		****			****					****			****			

Forecast Near-Term With Project Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY+P PM
Command:	OY+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	9.2
	Zone 1 Subtotal		.....			129	118	247	9.2
TOTAL			.....			129	118	247	9.2

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	108.00	125	108	233	8.7
	Zone 16 Subtotal					125	108	233	8.7
131	C-13 RETAIL	1.00	C-13 RETAIL	108.00	117.00	108	117	225	8.4
	Zone 131 Subtotal					108	117	225	8.4
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	1.7
	Zone 1000 Subtotal					9	38	47	1.7
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	6.7
	Zone 1100 Subtotal					50	130	180	6.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	17.7
	Zone 1200 Subtotal					109	367	476	17.7
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	1.1
	Zone 1300 Subtotal					5	24	29	1.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	34.1
	Zone 1400 Subtotal					245	673	918	34.1
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	12.5
	Zone 1700 Subtotal					126	211	337	12.5
TOTAL						777	1668	2445	90.8

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 16 Average Delay (sec/veh): 50.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	326	1510	237		170	2293	85		145	579	368		416	379	198	
Added Vol:	2	49	121		87	90	1		6	45	8		196	27	103	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	328	1559	358		257	2383	86		151	624	376		612	406	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	328	1559	358		257	2383	86		151	624	376		612	406	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	328	1559	358		257	2383	86		151	624	376		612	406	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	328	1559	358		257	2383	86		151	624	376		612	406	301	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.88	0.88		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.25	0.75		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5466	1256		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.29	0.29		0.07	0.34	0.05		0.08	0.17	0.23		0.17	0.11	0.19	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.09	0.35	0.35		0.09	0.34	0.34		0.13	0.23	0.23		0.17	0.28	0.28	
Volume/Cap:	1.01	0.82	0.82		0.82	1.01	0.16		0.67	0.75	1.01		1.01	0.40	0.67	
Delay/Veh:	96.9	32.4	32.4		60.9	53.0	23.0		49.2	39.5	86.7		79.5	29.5	35.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	96.9	32.4	32.4		60.9	53.0	23.0		49.2	39.5	86.7		79.5	29.5	35.8	
LOS by Move:	F	C	C		E	D	C		D	D	F		E	C	D	
HCM2k95thQ:	17	30	30		12	45	4		11	20	30		27	11	17	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 16 Average Delay (sec/veh): 18.0
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	1	0	0	1!	0	0	2	1	0	0	1
Volume Module:																				
Base Vol:	1	1778	18		184	2766	12		90	0	72		181	0	140					
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01					
Initial Bse:	1	1796	18		186	2794	12		91	0	73		183	0	141					
Added Vol:	0	183	11		0	231	0		0	0	0		73	0	6					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	1	1979	29		186	3025	12		91	0	73		256	0	147					
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	1	1979	0		186	3025	12		91	0	73		256	0	147					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	1	1979	0		186	3025	12		91	0	73		256	0	147					
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	1	1979	0		186	3025	12		91	0	73		256	0	147					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.91	1.00	0.91		0.92	1.00	0.85					
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.56	0.00	0.44		3.00	0.00	1.00					
Final Sat.:	1805	6916	1900		3502	6916	1615		965	0	772		5264	0	1615					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00		0.05	0.44	0.01		0.09	0.00	0.09		0.05	0.00	0.09					
Crit Moves:	****					****			****				****							
Green/Cycle:	0.00	0.53	0.00		0.10	0.63	0.63		0.14	0.00	0.14		0.07	0.00	0.17					
Volume/Cap:	0.69	0.54	0.00		0.54	0.69	0.01		0.69	0.00	0.69		0.69	0.00	0.54					
Delay/Veh:	434.8	15.3	0.0		44.5	12.5	6.8		49.6	0.0	49.6		50.9	0.0	40.1					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	434.8	15.3	0.0		44.5	12.5	6.8		49.6	0.0	49.6		50.9	0.0	40.1					
LOS by Move:	F	B	A		D	B	A		D	A	D		D	A	D					
HCM2k95thQ:	1	20	0		7	30	0		12	0	12		8	0	9					

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 12.3
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1729	400		84	2919	0		0	0	0		459	0	98					
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01					
Initial Bse:	0	1746	404		85	2948	0		0	0	0		464	0	99					
Added Vol:	0	194	0		0	304	0		0	0	0		0	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	0	1940	404		85	3252	0		0	0	0		464	0	99					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	0	1940	404		85	3252	0		0	0	0		464	0	99					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	1940	404		85	3252	0		0	0	0		464	0	99					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	0	1940	404		85	3252	0		0	0	0		464	0	99					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	1.00	0.91	0.85		0.92	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.85					
Lanes:	1.00	4.00	1.00		2.00	4.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00					
Final Sat.:	1900	6916	1615		3502	6916	0		0	0	0		3502	0	1615					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.25		0.02	0.47	0.00		0.00	0.00	0.00		0.13	0.00	0.06					
Crit Moves:	****					****							****							
Green/Cycle:	0.00	0.63	0.83		0.05	0.69	0.00		0.00	0.00	0.00		0.19	0.00	0.25					
Volume/Cap:	0.00	0.44	0.30		0.44	0.68	0.00		0.00	0.00	0.00		0.68	0.00	0.25					
Delay/Veh:	0.0	9.5	2.2		47.4	9.7	0.0		0.0	0.0	0.0		40.4	0.0	30.5					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	0.0	9.5	2.2		47.4	9.7	0.0		0.0	0.0	0.0		40.4	0.0	30.5					
LOS by Move:	A	A	A		D	A	A		A	A	A		D	A	C					
HCM2k95thQ:	0	16	6		4	29	0		0	0	0		15	0	5					

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	16	Average Delay (sec/veh):	49.3
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	293	1280	225		533	2393		503	272	459	167		486	606	536	
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	296	1293	227		538	2417		508	275	464	169		491	612	541	
Added Vol:	0	132	5		84	208		13	15	0	0		13	0	47	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	296	1425	232		622	2625		521	290	464	169		504	612	588	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	296	1425	232		622	2625		521	290	464	169		504	612	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	296	1425	232		622	2625		521	290	464	169		504	612	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	296	1425	232		622	2625		521	290	464	169		504	612	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91		0.85	0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00		1.00	2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187		1615	3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.21	0.14		0.18	0.51		0.32	0.08	0.09	0.10		0.14	0.17	0.00	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.08	0.32	0.46		0.27	0.50		0.50	0.08	0.11	0.11		0.15	0.17	0.00	
Volume/Cap:	1.00	0.65	0.31		0.65	1.00		0.64	1.00	0.85	0.99		0.99	1.00	0.00	
Delay/Veh:	99.1	30.2	17.2		33.8	43.2		19.9	99.7	55.5	109.7		79.2	78.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	99.1	30.2	17.2		33.8	43.2		19.9	99.7	55.5	109.7		79.2	78.8	0.0	
LOS by Move:	F	C	B		C	D		B	F	E	F		E	E	A	
HCM2k95thQ:	16	20	9		18	60		22	16	15	17		23	27	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	16	Average Delay (sec/veh):	20.1
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	
Volume Module:																
Base Vol:	0	1513	64		196	2477		0	178	74	28		84	0	191	
Growth Adj:	1.01	1.01	1.01		1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1528	65		198	2502		0	180	75	28		85	0	193	
Added Vol:	0	124	0		0	209		0	13	0	0		0	0	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	0	1652	65		198	2711		0	193	75	28		85	0	193	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1652	65		198	2711		0	193	75	28		85	0	193	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1652	65		198	2711		0	193	75	28		85	0	193	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1652	65		198	2711		0	193	75	28		85	0	193	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91		1.00	0.92	0.96	0.96		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00		0.00	2.00	0.73	0.27		1.31	0.00	1.69	
Final Sat.:	0	5187	1615		1805	5187		0	3502	1322	500		2189	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.04		0.11	0.52		0.00	0.06	0.06	0.06		0.04	0.00	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.00	0.50	0.50		0.17	0.68		0.00	0.07	0.07	0.07		0.09	0.00	0.09	
Volume/Cap:	0.00	0.63	0.08		0.63	0.77		0.00	0.75	0.77	0.77		0.44	0.00	0.77	
Delay/Veh:	0.0	18.5	12.8		42.5	11.9		0.0	57.0	69.0	69.0		43.7	0.0	54.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.5	12.8		42.5	11.9		0.0	57.0	69.0	69.0		43.7	0.0	54.4	
LOS by Move:	A	B	B		D	B		A	E	E	E		D	A	D	
HCM2k95thQ:	0	25	2		13	36		0	9	10	10		5	0	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	16	Average Delay (sec/veh):	14.1
Optimal Cycle:	80	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	16	1547	115		56	2573	15		10	11	30		162	5	118	
Added Vol:	0	124	0		0	209	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	1671	115		56	2782	15		10	11	30		162	5	118	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1671	115		56	2782	15		10	11	30		162	5	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1671	115		56	2782	15		10	11	30		162	5	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	1671	115		56	2782	15		10	11	30		162	5	118	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.89	0.89		0.95	0.95	0.85	
Lanes:	1.00	3.74	0.26		1.00	2.98	0.02		1.00	0.27	0.73		1.94	0.06	1.00	
Final Sat.:	1805	6406	441		1805	5154	28		1805	454	1237		3515	110	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26	0.26		0.03	0.54	0.54		0.01	0.02	0.02		0.05	0.05	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.01	0.64	0.64		0.08	0.70	0.70		0.03	0.03	0.03		0.10	0.10	0.10	
Volume/Cap:	0.77	0.41	0.41		0.41	0.77	0.77		0.18	0.77	0.77		0.48	0.48	0.77	
Delay/Veh:	144.5	8.9	8.9		46.1	10.7	10.7		48.6	96.6	96.6		44.0	44.0	65.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	144.5	8.9	8.9		46.1	10.7	10.7		48.6	96.6	96.6		44.0	44.0	65.0	
LOS by Move:	F	A	A		D	B	B		D	F	F		D	D	E	
HCM2k95thQ:	3	14	14		4	36	36		1	6	6		6	6	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	16	Average Delay (sec/veh):	39.5
Optimal Cycle:	153	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	154	1507	135		313	2282	136		115	392	36		239	334	140	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	156	1522	136		316	2305	137		116	396	36		241	337	141	
Added Vol:	0	108	0		8	193	8		8	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	156	1630	136		324	2498	145		124	396	36		241	337	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	156	1630	136		324	2498	145		124	396	36		241	337	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1630	136		324	2498	145		124	396	36		241	337	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	156	1630	136		324	2498	145		124	396	36		241	337	149	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.94	0.94		0.92	1.00	0.85	
Lanes:	1.00	2.77	0.23		2.00	3.00	1.00		1.00	1.83	0.17		2.00	1.00	1.00	
Final Sat.:	1805	4729	396		3502	5187	1615		1805	3263	300		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.34	0.34		0.09	0.48	0.09		0.07	0.12	0.12		0.07	0.18	0.09	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.46	0.46		0.12	0.50	0.50		0.07	0.16	0.16		0.09	0.18	0.31	
Volume/Cap:	0.97	0.75	0.75		0.75	0.97	0.18		0.97	0.75	0.75		0.75	0.97	0.30	
Delay/Veh:	107.0	23.4	23.4		49.2	35.8	14.0		116.0	45.3	45.3		53.6	80.4	26.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	107.0	23.4	23.4		49.2	35.8	14.0		116.0	45.3	45.3		53.6	80.4	26.8	
LOS by Move:	F	C	C		D	D	B		F	D	D		D	F	C	
HCM2k95thQ:	16	30	30		13	54	5		14	16	16		11	27	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 Average Delay (sec/veh): 5.1
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1680	40		3	2442	0		1	2	8		66	0	9	
Added Vol:	0	108	0		0	193	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1788	40		3	2635	0		1	2	8		66	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1788	40		3	2635	0		1	2	8		66	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1788	40		3	2635	0		1	2	8		66	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1788	40		3	2635	0		1	2	8		66	0	9	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.88	0.88	0.88		0.72	1.00	0.72	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.09	0.18	0.73		0.88	0.00	0.12	
Final Sat.:	0	5057	114		1805	5187	0		152	303	1214		1202	0	166	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.35	0.35		0.00	0.51	0.00		0.01	0.01	0.01		0.05	0.00	0.05	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.79	0.79		0.79	0.79	0.00		0.09	0.09	0.09		0.09	0.00	0.09	
Volume/Cap:	0.00	0.45	0.45		0.04	0.64	0.00		0.08	0.08	0.08		0.64	0.00	0.64	
Delay/Veh:	0.0	3.5	3.5		2.3	4.6	0.0		42.3	42.3	42.3		55.5	0.0	55.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	3.5	3.5		2.3	4.6	0.0		42.3	42.3	42.3		55.5	0.0	55.5	
LOS by Move:	A	A	A		A	A	A		D	D	D		E	A	E	
HCM2k95thQ:	0	13	13		0	23	0		1	1	1		7	0	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 16 Average Delay (sec/veh): 54.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	179	1227	170		137	2121	112		206	585	138		246	546	159	
Added Vol:	0	84	0		8	171	14		15	0	0		0	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	179	1311	170		145	2292	126		221	585	138		246	546	168	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	1311	170		145	2292	126		221	585	138		246	546	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	1311	170		145	2292	126		221	585	138		246	546	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	1311	170		145	2292	126		221	585	138		246	546	168	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.89	0.89		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.66	0.34		2.00	2.84	0.16		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4515	584		3502	4877	268		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.29	0.29		0.04	0.47	0.47		0.12	0.16	0.09		0.14	0.15	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.10	0.48	0.48		0.07	0.46	0.46		0.13	0.16	0.16		0.13	0.16	0.23	
Volume/Cap:	1.03	0.60	0.60		0.60	1.03	1.03		0.95	1.03	0.55		1.03	0.95	0.45	
Delay/Veh:	122.5	19.3	19.3		49.5	54.9	54.9		87.5	88.7	41.4		110.4	66.6	34.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	122.5	19.3	19.3		49.5	54.9	54.9		87.5	88.7	41.4		110.4	66.6	34.1	
LOS by Move:	F	B	B		D	D	D		F	F	D		F	E	C	
HCM2k95thQ:	19	22	22		7	58	58		19	27	9		23	23	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	8	Average Delay (sec/veh):	5.0
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	4	1514	14	66	2408	15	42	38	20	29	20	27				
Added Vol:	0	84	0	0	171	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	1598	14	66	2579	15	42	38	20	29	20	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	4	1598	14	66	2579	15	42	38	20	29	20	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	1598	14	66	2579	15	42	38	20	29	20	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	1598	14	66	2579	15	42	38	20	29	20	27				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.05	0.91	0.91	0.14	0.91	0.91	0.81	0.81	0.81	0.76	0.76	0.85				
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	0.42	0.38	0.20	0.59	0.41	1.00				
Final Sat.:	93	5136	45	257	5152	30	649	587	309	849	586	1615				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.31	0.26	0.50	0.07	0.07	0.07	0.03	0.03	0.02					
Crit Moves:					****		****									
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.11	0.11	0.11	0.11	0.11	0.11					
Volume/Cap:	0.05	0.38	0.38	0.31	0.62	0.62	0.62	0.62	0.32	0.32	0.16					
Delay/Veh:	2.1	2.6	2.6	3.2	3.7	3.7	49.5	49.5	49.5	42.6	42.6	41.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	2.1	2.6	2.6	3.2	3.7	3.7	49.5	49.5	49.5	42.6	42.6	41.1				
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D				
HCM2k95thQ:	0	10	10	2	21	21	8	8	8	4	4	2				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	12	Average Delay (sec/veh):	11.1
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	0	1 0	0	1
Volume Module:																
Base Vol:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	14	1407	20	23	2284	33	98	97	68	28	68	51				
Added Vol:	0	84	0	0	171	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	1491	20	23	2455	33	98	97	68	28	68	51				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	1491	20	23	2455	33	98	97	68	28	68	51				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	1491	20	23	2455	33	98	97	68	28	68	51				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	1491	20	23	2455	33	98	97	68	28	68	51				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.58	0.94	0.94	0.43	0.94	0.94				
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	1.00	0.59	0.41	1.00	0.57	0.43				
Final Sat.:	1805	5107	69	1805	5107	69	1100	1050	733	817	1018	760				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29	0.01	0.48	0.48	0.09	0.09	0.09	0.03	0.07	0.07				
Crit Moves:	****				****			****								
Green/Cycle:	0.01	0.71	0.71	0.03	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14				
Volume/Cap:	0.66	0.41	0.41	0.41	0.66	0.66	0.64	0.66	0.66	0.25	0.47	0.47				
Delay/Veh:	105.9	6.1	6.1	52.4	7.6	7.6	49.1	47.1	47.1	39.4	41.0	41.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	105.9	6.1	6.1	52.4	7.6	7.6	49.1	47.1	47.1	39.4	41.0	41.0				
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D				
HCM2k95thQ:	3	13	13	3	27	27	8	12	12	2	8	8				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 Average Delay (sec/veh): 6.8
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1!	0	0	1	0
Volume Module:																
Base Vol:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	21	1402	15		37	2393	14		16	17	22		34	19	49	
Added Vol:	0	84	0		0	171	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	1486	15		37	2564	14		16	17	22		34	19	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	1486	15		37	2564	14		16	17	22		34	19	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	1486	15		37	2564	14		16	17	22		34	19	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	21	1486	15		37	2564	14		16	17	22		34	19	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.83	0.83	0.83		0.83	0.89	0.89	
Lanes:	1.00	2.97	0.03		1.00	2.98	0.02		0.29	0.31	0.40		1.00	0.28	0.72	
Final Sat.:	1805	5130	52		1805	5153	28		456	485	628		1571	474	1221	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.02	0.50	0.50		0.04	0.04	0.04		0.02	0.04	0.04	
Crit Moves:	****					****								****		
Green/Cycle:	0.02	0.76	0.76		0.05	0.80	0.80		0.06	0.06	0.06		0.06	0.06	0.06	
Volume/Cap:	0.62	0.38	0.38		0.38	0.62	0.62		0.55	0.55	0.55		0.34	0.62	0.62	
Delay/Veh:	80.0	4.1	4.1		48.1	4.4	4.4		51.4	51.4	51.4		46.7	56.3	56.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.0	4.1	4.1		48.1	4.4	4.4		51.4	51.4	51.4		46.7	56.3	56.3	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	E	E	
HCM2k95thQ:	3	11	11		3	22	22		5	5	5		3	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 16 Average Delay (sec/veh): 30.7
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0
Volume Module:																
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	75	1010	326		476	1845	89		96	396	78		267	397	373	
Added Vol:	0	64	0		16	149	6		6	0	0		0	0	13	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	75	1074	326		492	1994	95		102	396	78		267	397	386	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	1074	326		492	1994	95		102	396	78		267	397	386	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	1074	326		492	1994	95		102	396	78		267	397	386	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	1074	326		492	1994	95		102	396	78		267	397	386	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.93	0.93		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.86	0.14		1.00	1.67	0.33		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4917	234		1805	2942	578		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.20		0.14	0.41	0.41		0.06	0.13	0.13		0.08	0.11	0.24	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.05	0.34	0.34		0.23	0.52	0.52		0.09	0.17	0.17		0.10	0.18	0.41	
Volume/Cap:	0.78	0.61	0.59		0.61	0.78	0.78		0.62	0.78	0.78		0.78	0.62	0.58	
Delay/Veh:	80.1	28.1	29.0		35.8	21.1	21.1		50.7	46.2	46.2		55.3	39.8	24.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.1	28.1	29.0		35.8	21.1	21.1		50.7	46.2	46.2		55.3	39.8	24.3	
LOS by Move:	F	C	C		D	C	C		D	D	D		E	D	C	
HCM2k95thQ:	8	19	17		15	35	35		8	17	17		12	13	18	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	45	56	118	287	16	61	22	1009	5	27	787	93				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	45	57	119	290	16	62	22	1019	5	27	795	94				
Added Vol:	23	0	23	0	0	110	33	199	22	22	193	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	68	57	142	290	16	172	55	1218	27	49	988	94				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	68	57	142	290	16	172	55	1218	27	49	988	94				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	68	57	142	290	16	172	55	1218	27	49	988	94				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	68	57	142	290	16	172	55	1218	27	49	988	94				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.10	0.90	2.00	2.00	0.17	1.83	2.00	3.00	1.00	2.00	2.74	0.26				
Final Sat.:	1752	1448	3200	3200	275	2925	3200	4800	1600	3200	4383	417				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.09	0.06	0.06	0.02	0.25	0.02	0.02	0.23	0.23				
Crit Moves:			****	****				****		****						

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	6	41	112	486	24	81	56	1355	3	6	775	109				
Added Vol:	12	6	41	268	5	1	0	211	11	38	202	79				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	47	153	754	29	82	56	1566	14	44	977	188				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	18	47	153	754	29	82	56	1566	14	44	977	188				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	18	47	153	754	29	82	56	1566	14	44	977	188				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	18	47	153	754	29	82	56	1566	14	44	977	188				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.47	1.53	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.52	0.48				
Final Sat.:	3200	757	2443	3200	1600	1600	3200	4800	1600	3200	4025	775				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.06	0.06	0.24	0.02	0.05	0.02	0.33	0.01	0.01	0.24	0.24				
Crit Moves:			****	****				****		****						

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	1	2	0	2	0	1	1	0	2	0	2	1
Volume Module:																
Base Vol:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	141	400	294		438	1157	61		24	1594	302		146	628	132	
Added Vol:	13	0	52		357	0	88		75	440	5		20	217	173	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	154	400	346		795	1157	149		99	2034	307		166	845	305	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	154	400	346		795	1157	149		99	2034	307		166	845	305	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	400	346		795	1157	149		99	2034	307		166	845	305	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	154	400	346		795	1157	149		99	2034	307		166	845	305	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.61	1.39		2.00	2.00	1.00		1.00	2.61	0.39		2.00	3.00	1.00	
Final Sat.:	3200	2574	2226		3200	3200	1600		1600	4170	630		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.16		0.25	0.36	0.09		0.06	0.49	0.49		0.05	0.18	0.19	
Crit Moves:		****			****					****			****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	1	1	1	0		1	0	3	1
Volume Module:																
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	177	628	334		141	1024	121		218	1921	257		552	681	48	
Added Vol:	29	0	0		0	0	22		23	797	28		0	360	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	206	628	334		141	1024	143		241	2718	285		552	1041	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	206	628	334		141	1024	143		241	2718	285		552	1041	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	206	628	334		141	1024	143		241	2718	285		552	1041	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	206	628	334		141	1024	143		241	2718	285		552	1041	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.62	0.38		2.00	2.87	0.13	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5793	607		3200	4586	214	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.21		0.09	0.32	0.09		0.15	0.47	0.47		0.17	0.23	0.23	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	4	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	15	2	22	350	8	85	37	2330	17	80	1197	68				
Added Vol:	0	0	0	0	0	13	11	786	0	0	347	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	15	2	22	350	8	98	48	3116	17	80	1544	68				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	15	2	22	350	8	98	48	3116	17	80	1544	68				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	15	2	22	350	8	98	48	3116	17	80	1544	68				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	15	2	22	350	8	98	48	3116	17	80	1544	68				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.38	0.05	0.57	0.77	0.02	0.21	1.00	4.00	1.00	1.00	2.87	0.13				
Final Sat.:	615	82	903	1229	28	343	1600	6400	1600	1600	4598	202				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02	0.22	0.29	0.29	0.03	0.49	0.01	0.05	0.34	0.34				
Crit Moves:	****				****			****		****						

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	8	Average Delay (sec/veh):	21.1
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	296	0	358		0	0	0		0	1720	966		0	1059		0
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01		1.01
Initial Bse:	299	0	362		0	0	0		0	1737	976		0	1070		0
Added Vol:	0	0	0		0	0	0		0	414	373		0	347		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	299	0	362		0	0	0		0	2151	1349		0	1417		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	299	0	362		0	0	0		0	2151	1349		0	1417		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	299	0	362		0	0	0		0	2151	1349		0	1417		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	299	0	362		0	0	0		0	2151	1349		0	1417		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.86	0.86		1.00	0.91		1.00
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.46	1.54		0.00	3.00		0.00
Final Sat.:	2205	0	1207		0	0	0		0	4004	2510		0	5187		0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.30		0.00	0.00	0.00		0.00	0.54	0.54		0.00	0.27		0.00
Crit Moves:			****							****						
Green/Cycle:	0.33	0.00	0.33		0.00	0.00	0.00		0.00	0.59	0.59		0.00	0.59		0.00
Volume/Cap:	0.41	0.00	0.91		0.00	0.00	0.00		0.00	0.91	0.91		0.00	0.46		0.00
Delay/Veh:	26.2	0.0	47.6		0.0	0.0	0.0		0.0	21.8	21.8		0.0	11.6		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	26.2	0.0	47.6		0.0	0.0	0.0		0.0	21.8	21.8		0.0	11.6		0.0
LOS by Move:	C	A	D		A	A	A		A	C	C		A	B		A
HCM2k95thQ:	11	0	32		0	0	0		0	49	49		0	17		0

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1 1	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	222	34		232	566	0		0	0	0		974	0	215	
Added Vol:	0	0	0		0	0	0		0	0	0		98	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	222	34		232	566	0		0	0	0		1072	0	215	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	222	34		232	566	0		0	0	0		1072	0	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	222	34		232	566	0		0	0	0		1072	0	215	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	222	34		232	566	0		0	0	0		1072	0	215	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.93	0.93		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	2.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.71	0.00	0.29	
Final Sat.:	0	3538	1769		1805	5187	0		0	0	0		3047	0	509	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.02		0.13	0.11	0.00		0.00	0.00	0.00		0.35	0.00	0.42	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.09	0.09		0.18	0.18	0.00		0.00	0.00	0.00		0.61	0.00	0.61	
Volume/Cap:	0.00	0.70	0.22		0.70	0.59	0.00		0.00	0.00	0.00		0.58	0.00	0.70	
Delay/Veh:	0.0	50.0	42.3		44.5	38.3	0.0		0.0	0.0	0.0		12.4	0.0	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	50.0	42.3		44.5	38.3	0.0		0.0	0.0	0.0		12.4	0.0	14.7	
LOS by Move:	A	D	D		D	D	A		A	A	A		B	A	B	
HCM2k95thQ:	0	10	2		15	13	0		0	0	0		22	0	29	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0		1033	0	450		97	2030	0		0	624	156	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	0	0		1043	0	455		98	2050	0		0	630	158	
Added Vol:	0	0	0		0	0	98		0	414	0		0	249	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1043	0	553		98	2464	0		0	879	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		1043	0	553		98	2464	0		0	879	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1043	0	553		98	2464	0		0	879	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		1043	0	553		98	2464	0		0	879	158	
OvlAdjVol:							357									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.54	0.46	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	4071	729	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.33	0.00	0.17		0.06	0.51	0.00		0.00	0.22	0.22	
OvlAdjV/S:							0.11									
Crit Moves:					****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	8	Average Delay (sec/veh):	12.2
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	0	2523	515	0	797	0			
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01			
Initial Bse:	328	0	214	0	0	0	0	2548	520	0	805	0				
Added Vol:	148	0	0	0	0	0	0	188	225	0	101	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	476	0	214	0	0	0	0	2736	745	0	906	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	476	0	214	0	0	0	0	2736	745	0	906	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	476	0	214	0	0	0	0	2736	745	0	906	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	476	0	214	0	0	0	0	2736	745	0	906	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	5021	1674	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.13	0.00	0.00	0.00	0.00	0.54	0.45	0.00	0.17	0.00				
Crit Moves:	****							****								
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.74	0.00				
Volume/Cap:	0.74	0.00	0.72	0.00	0.00	0.00	0.00	0.74	0.60	0.00	0.24	0.00				
Delay/Veh:	43.1	0.0	46.8	0.0	0.0	0.0	0.0	8.3	6.5	0.0	4.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	43.1	0.0	46.8	0.0	0.0	0.0	0.0	8.3	6.5	0.0	4.2	0.0				
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A				
HCM2k95thQ:	16	0	15	0	0	0	0	32	22	0	7	0				

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY+P PM
Command:	OY+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	9.2
	Zone 1 Subtotal		.....			129	118	247	9.2
TOTAL			.....			129	118	247	9.2

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	108.00	125	108	233	8.7
	Zone 16 Subtotal					125	108	233	8.7
131	C-13 RETAIL	1.00	C-13 RETAIL	108.00	117.00	108	117	225	8.4
	Zone 131 Subtotal					108	117	225	8.4
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	1.7
	Zone 1000 Subtotal					9	38	47	1.7
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	6.7
	Zone 1100 Subtotal					50	130	180	6.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	17.7
	Zone 1200 Subtotal					109	367	476	17.7
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	1.1
	Zone 1300 Subtotal					5	24	29	1.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	34.1
	Zone 1400 Subtotal					245	673	918	34.1
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	12.5
	Zone 1700 Subtotal					126	211	337	12.5
TOTAL						777	1668	2445	90.8

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	326	1510	237		170	2293	85		145	579	368		416	379	198	
Added Vol:	2	49	121		87	90	1		6	45	8		196	27	103	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	328	1559	358		257	2383	86		151	624	376		612	406	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	328	1559	358		257	2383	86		151	624	376		612	406	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	328	1559	358		257	2383	86		151	624	376		612	406	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	328	1559	358		257	2383	86		151	624	376		612	406	301	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.25	0.75		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5204	1196		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.30	0.30	0.08	0.37	0.05	0.09	0.19	0.23	0.19	0.13	0.19				
Crit Moves:	****				****				****	****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536					
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01					
Initial Bse:	296	1293	227		538	2417	508		275	464	169		491	612	541					
Added Vol:	0	132	5		84	208	13		15	0	0		13	0	47					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	296	1425	232		622	2625	521		290	464	169		504	612	588					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
PHF Volume:	296	1425	232		622	2625	521		290	464	169		504	612	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	296	1425	232		622	2625	521		290	464	169		504	612	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00					
FinalVolume:	296	1425	232		622	2625	521		290	464	169		504	612	0					
OvlAdjVol:			0																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00					
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.22	0.15		0.19	0.55	0.33		0.09	0.10	0.11		0.16	0.19	0.00					
OvlAdjV/S:			0.00																	
Crit Moves:	****					****			****					****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369					
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01					
Initial Bse:	75	1010	326		476	1845	89		96	396	78		267	397	373					
Added Vol:	0	64	0		16	149	6		6	0	0		0	0	13					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	75	1074	326		492	1994	95		102	396	78		267	397	386					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	75	1074	326		492	1994	95		102	396	78		267	397	386					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	75	1074	326		492	1994	95		102	396	78		267	397	386					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	75	1074	326		492	1994	95		102	396	78		267	397	386					
OvlAdjVol:															140					
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	3.00	1.00		2.00	2.86	0.14		1.00	1.67	0.33		2.00	2.00	1.00					
Final Sat.:	1600	4800	1600		3200	4582	218		1600	2675	525		3200	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.22	0.20		0.15	0.44	0.44		0.06	0.15	0.15		0.08	0.12	0.24					
OvlAdjV/S:															0.09					
Crit Moves:	****					****				****			****							

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	OY+P SAT
Command:	OY+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	10.5
	Zone 1 Subtotal		.....			90	90	180	10.5
TOTAL			.....			90	90	180	10.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	70.00	125	70	195	11.4
	Zone 16 Subtotal					125	70	195	11.4
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	159.00	173	159	332	19.4
	Zone 131 Subtotal					173	159	332	19.4
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.9
	Zone 1000 Subtotal					8	8	16	0.9
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	7.3
	Zone 1100 Subtotal					59	66	125	7.3
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	12.3
	Zone 1200 Subtotal					114	97	211	12.3
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.5
	Zone 1300 Subtotal					4	4	8	0.5
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	21.6
	Zone 1400 Subtotal					180	189	369	21.6
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	16.0
	Zone 1700 Subtotal					153	120	273	16.0
TOTAL						816	713	1529	89.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 16 Average Delay (sec/veh): 30.0
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	256	1612	221		182	1656	81		71	250	205		221	202	163	
Added Vol:	2	49	115		80	43	1		1	32	2		97	23	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1661	336		262	1699	82		72	282	207		318	225	241	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1661	336		262	1699	82		72	282	207		318	225	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1661	336		262	1699	82		72	282	207		318	225	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	258	1661	336		262	1699	82		72	282	207		318	225	241	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.33	0.67		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5608	1135		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.30	0.30		0.07	0.25	0.05		0.04	0.08	0.13		0.09	0.06	0.15	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.12	0.42	0.42		0.11	0.41	0.41		0.07	0.18	0.18		0.13	0.25	0.25	
Volume/Cap:	0.60	0.70	0.70		0.70	0.60	0.12		0.61	0.43	0.70		0.70	0.25	0.61	
Delay/Veh:	44.1	24.6	24.6		49.1	23.7	18.6		54.1	36.7	45.7		46.6	30.4	36.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.1	24.6	24.6		49.1	23.7	18.6		54.1	36.7	45.7		46.6	30.4	36.0	
LOS by Move:	D	C	C		D	C	B		D	D	D		D	C	D	
HCM2k95thQ:	10	26	26		11	21	3		6	9	14		12	6	14	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	16	Average Delay (sec/veh):	10.9
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	1	0	0	2	1	0	0
Volume Module:																
Base Vol:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	8	1944	18		83	1781	12		15	0	6		30	0	127	
Added Vol:	0	169	17		0	98	0		0	0	0		63	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	2113	35		83	1879	12		15	0	6		93	0	132	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2113	0		83	1879	12		15	0	6		93	0	132	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	2113	0		83	1879	12		15	0	6		93	0	132	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	2113	0		83	1879	12		15	0	6		93	0	132	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.93	1.00	0.93		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.71	0.00	0.29		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		1260	0	504		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.02	0.27	0.01		0.01	0.00	0.01		0.02	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.01	0.64	0.00		0.05	0.68	0.68		0.03	0.00	0.03		0.12	0.00	0.17	
Volume/Cap:	0.40	0.48	0.00		0.48	0.40	0.01		0.48	0.00	0.48		0.14	0.00	0.48	
Delay/Veh:	61.5	9.3	0.0		48.3	7.0	5.1		55.9	0.0	55.9		39.3	0.0	38.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.5	9.3	0.0		48.3	7.0	5.1		55.9	0.0	55.9		39.3	0.0	38.6	
LOS by Move:	E	A	A		D	A	A		E	A	E		D	A	D	
HCM2k95thQ:	2	17	0		4	13	0		3	0	3		2	0	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	16.4
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	0	0	0	2	0	0	1
Volume Module:																
Base Vol:	0	1760	573		154	1636	0		0	0	0		583	0	142	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1778	579		156	1652	0		0	0	0		589	0	143	
Added Vol:	0	186	0		0	160	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1964	579		156	1812	0		0	0	0		589	0	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1964	579		156	1812	0		0	0	0		589	0	143	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1964	579		156	1812	0		0	0	0		589	0	143	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1964	579		156	1812	0		0	0	0		589	0	143	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.92	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	1900	6916	1615		3502	6916	0		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.36		0.04	0.26	0.00		0.00	0.00	0.00		0.17	0.00	0.09	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.50	0.80		0.08	0.58	0.00		0.00	0.00	0.00		0.30	0.00	0.38	
Volume/Cap:	0.00	0.56	0.45		0.56	0.45	0.00		0.00	0.00	0.00		0.56	0.00	0.24	
Delay/Veh:	0.0	17.4	3.3		47.1	11.9	0.0		0.0	0.0	0.0		30.3	0.0	21.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.4	3.3		47.1	11.9	0.0		0.0	0.0	0.0		30.3	0.0	21.5	
LOS by Move:	A	B	A		D	B	A		A	A	A		C	A	C	
HCM2k95thQ:	0	21	11		7	16	0		0	0	0		16	0	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 16 Average Delay (sec/veh): 33.4
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	237	1418	326		510	1529	197		273	450	169		426	379	599	
Added Vol:	0	117	6		46	104	10		16	0	0		7	0	53	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	237	1535	332		556	1633	207		289	450	169		433	379	652	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	237	1535	332		556	1633	207		289	450	169		433	379	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	237	1535	332		556	1633	207		289	450	169		433	379	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	237	1535	332		556	1633	207		289	450	169		433	379	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187	1615		3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.22	0.21		0.16	0.31	0.13		0.08	0.09	0.10		0.12	0.10	0.00	
Crit Moves:		****			****						****		****			
Green/Cycle:	0.09	0.31	0.48		0.22	0.43	0.43		0.14	0.14	0.14		0.17	0.18	0.00	
Volume/Cap:	0.73	0.72	0.43		0.72	0.73	0.30		0.60	0.60	0.72		0.72	0.60	0.00	
Delay/Veh:	52.2	32.2	17.6		39.7	24.8	18.7		42.5	41.5	51.7		43.6	39.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.2	32.2	17.6		39.7	24.8	18.7		42.5	41.5	51.7		43.6	39.4	0.0	
LOS by Move:	D	C	B		D	C	B		D	D	D		D	D	A	
HCM2k95thQ:	10	23	13		18	28	8		10	11	13		15	12	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 16 Average Delay (sec/veh): 23.2
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1	0	1!	0	1
Volume Module:																
Base Vol:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1870	92		256	1723	0		190	76	21		108	0	225	
Added Vol:	0	114	0		0	101	0		9	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1984	92		256	1824	0		199	76	21		108	0	225	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1984	92		256	1824	0		199	76	21		108	0	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1984	92		256	1824	0		199	76	21		108	0	225	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1984	92		256	1824	0		199	76	21		108	0	225	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.97	0.97		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.78	0.22		1.32	0.00	1.68	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1435	402		2226	0	2817	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.06		0.14	0.35	0.00		0.06	0.05	0.05		0.05	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.49	0.49		0.18	0.67	0.00		0.07	0.07	0.07		0.10	0.00	0.10	
Volume/Cap:	0.00	0.79	0.12		0.79	0.53	0.00		0.79	0.73	0.73		0.48	0.00	0.79	
Delay/Veh:	0.0	23.1	14.1		51.2	8.8	0.0		60.6	64.1	64.1		42.9	0.0	53.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.1	14.1		51.2	8.8	0.0		60.6	64.1	64.1		42.9	0.0	53.3	
LOS by Move:	A	C	B		D	A	A		E	E	E		D	A	D	
HCM2k95thQ:	0	34	3		18	20	0		10	9	9		6	0	12	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	16	Average Delay (sec/veh):	15.8
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	18	1754	186		112	1678	17		15	3	26		135	2	129	
Added Vol:	0	114	0		0	101	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	1868	186		112	1779	17		15	3	26		135	2	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1868	186		112	1779	17		15	3	26		135	2	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1868	186		112	1779	17		15	3	26		135	2	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1868	186		112	1779	17		15	3	26		135	2	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.87	0.87		0.95	0.95	0.85	
Lanes:	1.00	3.64	0.36		1.00	2.97	0.03		1.00	0.10	0.90		1.97	0.03	1.00	
Final Sat.:	1805	6209	618		1805	5132	50		1805	170	1473		3568	53	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.30		0.06	0.35	0.35		0.01	0.02	0.02		0.04	0.04	0.08	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.02	0.55	0.55		0.11	0.64	0.64		0.03	0.03	0.03		0.15	0.15	0.15	
Volume/Cap:	0.54	0.55	0.55		0.55	0.54	0.54		0.26	0.55	0.55		0.26	0.26	0.55	
Delay/Veh:	65.0	14.8	14.8		45.1	9.9	9.9		49.5	59.2	59.2		38.2	38.2	42.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.0	14.8	14.8		45.1	9.9	9.9		49.5	59.2	59.2		38.2	38.2	42.4	
LOS by Move:	E	B	B		D	A	A		D	E	E		D	D	D	
HCM2k95thQ:	3	21	21		8	20	20		2	4	4		4	4	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	16	Average Delay (sec/veh):	26.1
Optimal Cycle:	75	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	88	1740	158		196	1546	96		107	254	60		211	206	203	
Added Vol:	0	95	0		7	88	7		10	0	0		0	0	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	88	1835	158		203	1634	103		117	254	60		211	206	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	88	1835	158		203	1634	103		117	254	60		211	206	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	1835	158		203	1634	103		117	254	60		211	206	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	1835	158		203	1634	103		117	254	60		211	206	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.92	0.92		0.92	1.00	0.85	
Lanes:	1.00	2.76	0.24		2.00	3.00	1.00		1.00	1.62	0.38		2.00	1.00	1.00	
Final Sat.:	1805	4720	405		3502	5187	1615		1805	2841	668		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.39	0.39		0.06	0.32	0.06		0.06	0.09	0.09		0.06	0.11	0.13	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.53	0.53		0.08	0.52	0.52		0.09	0.14	0.14		0.09	0.15	0.23	
Volume/Cap:	0.60	0.74	0.74		0.74	0.60	0.12		0.74	0.64	0.64		0.64	0.74	0.59	
Delay/Veh:	51.2	19.4	19.4		55.2	16.9	12.2		61.1	43.4	43.4		47.7	50.8	37.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.2	19.4	19.4		55.2	16.9	12.2		61.1	43.4	43.4		47.7	50.8	37.0	
LOS by Move:	D	B	B		E	B	B		E	D	D		D	D	D	
HCM2k95thQ:	7	31	31		9	23	3		10	11	11		9	15	13	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): 5.6
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	1900	47		8	1813	0		1	0	12		68	1	13	
Added Vol:	0	95	0		0	88	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1995	47		8	1901	0		1	0	12		68	1	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1995	47		8	1901	0		1	0	12		68	1	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1995	47		8	1901	0		1	0	12		68	1	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1995	47		8	1901	0		1	0	12		68	1	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.86	1.00	0.86		0.73	0.73	0.73	
Lanes:	0.00	2.93	0.07		1.00	3.00	0.00		0.08	0.00	0.92		0.83	0.01	0.16	
Final Sat.:	0	5051	120		1805	5187	0		126	0	1509		1140	17	221	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39		0.00	0.37	0.00		0.01	0.00	0.01		0.06	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.00	0.76	0.76		0.77	0.77	0.00		0.11	0.00	0.11		0.11	0.11	0.11	
Volume/Cap:	0.00	0.52	0.52		0.07	0.48	0.00		0.07	0.00	0.07		0.52	0.52	0.52	
Delay/Veh:	0.0	5.0	5.0		4.6	4.4	0.0		39.7	0.0	39.7		44.9	44.9	44.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.0	5.0		4.6	4.4	0.0		39.7	0.0	39.7		44.9	44.9	44.9	
LOS by Move:	A	A	A		A	A	A		D	A	D		D	D	D	
HCM2k95thQ:	0	17	17		0	15	0		1	0	1		6	6	6	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 16 Average Delay (sec/veh): 34.5
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	152	1530	137		173	1364	203		240	461	135		186	440	187	
Added Vol:	0	74	0		8	70	10		13	0	0		0	0	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	152	1604	137		181	1434	213		253	461	135		186	440	195	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	152	1604	137		181	1434	213		253	461	135		186	440	195	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	152	1604	137		181	1434	213		253	461	135		186	440	195	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	152	1604	137		181	1434	213		253	461	135		186	440	195	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.89	0.89		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.76	0.24		2.00	2.61	0.39		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4721	404		3502	4430	658		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.34	0.34		0.05	0.32	0.32		0.14	0.13	0.08		0.10	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.44	0.44		0.07	0.41	0.41		0.18	0.18	0.18		0.15	0.15	0.22	
Volume/Cap:	0.80	0.77	0.77		0.77	0.80	0.80		0.80	0.70	0.46		0.70	0.80	0.55	
Delay/Veh:	64.3	25.1	25.1		59.8	28.4	28.4		52.7	41.7	37.7		48.7	48.8	36.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.3	25.1	25.1		59.8	28.4	28.4		52.7	41.7	37.7		48.7	48.8	36.4	
LOS by Move:	E	C	C		E	C	C		D	D	D		D	D	D	
HCM2k95thQ:	13	31	31		9	31	31		18	16	8		13	17	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	8	Average Delay (sec/veh):	4.1
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1!	0	0	1	0
Volume Module:																
Base Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	14	1617	23		51	1522	29		28	17	18		20	13	41	
Added Vol:	0	74	0		0	70	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1691	23		51	1592	29		28	17	18		20	13	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1691	23		51	1592	29		28	17	18		20	13	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1691	23		51	1592	29		28	17	18		20	13	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1691	23		51	1592	29		28	17	18		20	13	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.13	0.91	0.91		0.12	0.91	0.91		0.82	0.82	0.82		0.83	0.83	0.85	
Lanes:	1.00	2.96	0.04		1.00	2.95	0.05		0.44	0.27	0.29		0.61	0.39	1.00	
Final Sat.:	255	5106	70		228	5078	93		689	418	443		959	623	1615	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.33	0.33		0.22	0.31	0.31		0.04	0.04	0.04		0.02	0.02	0.03	
Crit Moves:		****								****						
Green/Cycle:	0.82	0.82	0.82		0.82	0.82	0.82		0.10	0.10	0.10		0.10	0.10	0.10	
Volume/Cap:	0.07	0.40	0.40		0.27	0.38	0.38		0.40	0.40	0.40		0.21	0.21	0.25	
Delay/Veh:	1.9	2.5	2.5		2.9	2.5	2.5		43.8	43.8	43.8		41.9	41.9	42.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.9	2.5	2.5		2.9	2.5	2.5		43.8	43.8	43.8		41.9	41.9	42.2	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2k95thQ:	0	11	11		1	10	10		5	5	5		2	2	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	12	Average Delay (sec/veh):	9.0
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	
Volume Module:																
Base Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	14	1648	18		30	1369	58		52	54	32		28	36	67	
Added Vol:	0	74	0		0	70	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	1722	18		30	1439	58		52	54	32		28	36	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1722	18		30	1439	58		52	54	32		28	36	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1722	18		30	1439	58		52	54	32		28	36	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	1722	18		30	1439	58		52	54	32		28	36	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.90	0.90		0.62	0.94	0.94		0.68	0.90	0.90	
Lanes:	1.00	2.97	0.03		1.00	2.88	0.12		1.00	0.62	0.38		1.00	0.35	0.65	
Final Sat.:	1805	5128	54		1805	4957	198		1174	1118	675		1290	606	1110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34		0.02	0.29	0.29		0.04	0.05	0.05		0.02	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.02	0.72	0.72		0.04	0.73	0.73		0.13	0.13	0.13		0.13	0.13	0.13	
Volume/Cap:	0.40	0.47	0.47		0.47	0.40	0.40		0.34	0.37	0.37		0.17	0.47	0.47	
Delay/Veh:	55.5	6.2	6.2		52.6	5.1	5.1		41.1	41.0	41.0		39.4	42.0	42.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.5	6.2	6.2		52.6	5.1	5.1		41.1	41.0	41.0		39.4	42.0	42.0	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	16	16		3	12	12		4	6	6		2	7	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	12	Average Delay (sec/veh):	3.9
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1!	0	0	1	0
Volume Module:																
Base Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	13	1677	12		20	1443	13		7	1	17		10	4	21	
Added Vol:	0	74	0		0	70	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	1751	12		20	1513	13		7	1	17		10	4	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	1751	12		20	1513	13		7	1	17		10	4	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	1751	12		20	1513	13		7	1	17		10	4	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	1751	12		20	1513	13		7	1	17		10	4	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.81	0.81	0.81		1.00	0.87	0.87	
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		0.28	0.04	0.68		1.00	0.16	0.84	
Final Sat.:	1805	5146	36		1805	5137	45		430	61	1045		1900	266	1395	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34		0.01	0.29	0.29		0.02	0.02	0.02		0.01	0.02	0.02	
Crit Moves:		****			****					****						
Green/Cycle:	0.02	0.81	0.81		0.03	0.82	0.82		0.04	0.04	0.04		0.04	0.04	0.04	
Volume/Cap:	0.36	0.42	0.42		0.42	0.36	0.36		0.42	0.42	0.42		0.14	0.39	0.39	
Delay/Veh:	54.3	2.7	2.7		53.7	2.3	2.3		51.5	51.5	51.5		47.2	50.6	50.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.3	2.7	2.7		53.7	2.3	2.3		51.5	51.5	51.5		47.2	50.6	50.6	
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D	
HCM2k95thQ:	2	11	11		2	9	9		3	3	3		1	3	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	16	Average Delay (sec/veh):	28.3
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	44	1164	226		313	998	100		79	305	71		283	357	371	
Added Vol:	0	58	0		11	55	5		5	0	0		0	0	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1222	226		324	1053	105		84	305	71		283	357	383	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1222	226		324	1053	105		84	305	71		283	357	383	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1222	226		324	1053	105		84	305	71		283	357	383	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1222	226		324	1053	105		84	305	71		283	357	383	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.73	0.27		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4651	464		1805	2849	660		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24	0.14		0.09	0.23	0.23		0.05	0.11	0.11		0.08	0.10	0.24	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.38	0.38		0.15	0.48	0.48		0.07	0.17	0.17		0.13	0.23	0.38	
Volume/Cap:	0.47	0.61	0.37		0.61	0.47	0.47		0.62	0.61	0.61		0.61	0.43	0.62	
Delay/Veh:	49.7	25.4	22.5		41.9	17.5	17.5		53.8	40.0	40.0		43.5	33.1	27.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.7	25.4	22.5		41.9	17.5	17.5		53.8	40.0	40.0		43.5	33.1	27.0	
LOS by Move:	D	C	C		D	B	B		D	D	D		D	C	C	
HCM2k95thQ:	4	21	10		11	16	16		7	13	13		10	10	19	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	3	0	17	47	7	7	10	641	4	19	564	34				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	3	0	17	47	7	7	10	647	4	19	570	34				
Added Vol:	32	0	32	0	0	29	34	158	35	35	136	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	35	0	49	47	7	36	44	805	39	54	706	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	35	0	49	47	7	36	44	805	39	54	706	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	35	0	49	47	7	36	44	805	39	54	706	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	35	0	49	47	7	36	44	805	39	54	706	34				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	2.00	2.00	0.33	1.67	2.00	3.00	1.00	2.00	2.86	0.14				
Final Sat.:	3200	0	3200	3200	524	2676	3200	4800	1600	3200	4577	223				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02	0.01	0.01	0.01	0.01	0.17	0.02	0.02	0.15	0.15				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	0	0	4	124	0	36	47	645	3	0	598	72				
Added Vol:	16	8	56	70	9	0	0	172	17	61	155	82				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	16	8	60	194	9	36	47	817	20	61	753	154				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	16	8	60	194	9	36	47	817	20	61	753	154				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	8	60	194	9	36	47	817	20	61	753	154				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	16	8	60	194	9	36	47	817	20	61	753	154				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.24	1.76	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.49	0.51				
Final Sat.:	3200	376	2824	3200	1600	1600	3200	4800	1600	3200	3986	814				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02	0.06	0.01	0.02	0.01	0.17	0.01	0.02	0.19	0.19				
Crit Moves:			****	****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 1	1	1	2	0 2	0	1	1	0 2	1	0	2	0 3	0	1
Volume Module:																
Base Vol:	64	102	50		154	119	28		26	675	88		39	565	149	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	65	103	51		156	120	28		26	682	89		39	571	150	
Added Vol:	7	0	26		120	0	44		72	220	6		24	246	144	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	103	77		276	120	72		98	902	95		63	817	294	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	103	77		276	120	72		98	902	95		63	817	294	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	103	77		276	120	72		98	902	95		63	817	294	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	103	77		276	120	72		98	902	95		63	817	294	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.72	1.28		2.00	2.00	1.00		1.00	2.71	0.29		2.00	3.00	1.00	
Final Sat.:	3200	2755	2045		3200	3200	1600		1600	4343	457		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04		0.09	0.04	0.05		0.06	0.21	0.21		0.02	0.17	0.18	
Crit Moves:		****			****				****						****	

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0	1	1	0 1	1	1	1	0 3	1	0	2	0 2	1	0
Volume Module:																
Base Vol:	151	394	206		68	315	71		100	689	97		327	529	50	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	153	398	208		69	318	72		101	696	98		330	534	51	
Added Vol:	38	0	0		0	0	35		32	304	31		0	340	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	398	208		69	318	107		133	1000	129		330	874	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	191	398	208		69	318	107		133	1000	129		330	874	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	191	398	208		69	318	107		133	1000	129		330	874	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	191	398	208		69	318	107		133	1000	129		330	874	51	
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.54	0.46		2.00	2.84	0.16	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5669	731		3200	4538	262	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.13		0.04	0.10	0.07		0.08	0.18	0.18		0.10	0.19	0.19	
OvlAdjV/S:			0.03													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1	0	4	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	11	0	51	93	1	40	55	912	14	45	844	98				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	11	0	52	94	1	40	56	921	14	45	852	99				
Added Vol:	0	0	0	0	0	13	7	297	0	0	328	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	11	0	52	94	1	53	63	1218	14	45	1180	99				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	11	0	52	94	1	53	63	1218	14	45	1180	99				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	11	0	52	94	1	53	63	1218	14	45	1180	99				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	11	0	52	94	1	53	63	1218	14	45	1180	99				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.18	0.00	0.82	0.63	0.01	0.36	1.00	4.00	1.00	1.00	2.77	0.23				
Final Sat.:	284	0	1316	1013	11	576	1600	6400	1600	1600	4429	371				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04	0.06	0.09	0.09	0.04	0.19	0.01	0.03	0.27	0.27				
Crit Moves:			****	****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	8	Average Delay (sec/veh):	12.7
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	0	0	0	0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	131	0	160	0	0	0	0	712	349	0	845	0				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	132	0	162	0	0	0	0	719	352	0	853	0				
Added Vol:	0	0	0	0	0	0	0	180	117	0	328	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	132	0	162	0	0	0	0	899	469	0	1181	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	132	0	162	0	0	0	0	899	469	0	1181	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	132	0	162	0	0	0	0	899	469	0	1181	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	132	0	162	0	0	0	0	899	469	0	1181	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.63	1.37	0.00	3.00	0.00				
Final Sat.:	2201	0	1210	0	0	0	0	4312	2251	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.23	0.00				
Crit Moves:			****								****					
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.58	0.00				
Volume/Cap:	0.18	0.00	0.39	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.39	0.00				
Delay/Veh:	23.2	0.0	25.5	0.0	0.0	0.0	0.0	11.2	11.2	0.0	11.5	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.2	0.0	25.5	0.0	0.0	0.0	0.0	11.2	11.2	0.0	11.5	0.0				
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	A				
HCM2k95thQ:	4	0	11	0	0	0	0	12	12	0	14	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	0	0	1	1	1		1	0	3	0	0		0	0	0	0	0		1	0	1!	0	0	
Volume Module:																								
Base Vol:	0	158		84			109	136		0			0		0				529		0			85
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01		1.01
Initial Bse:	0	160		85			110	137		0			0		0				534		0			86
Added Vol:	0	0		0			0	0		0			0		0				92		0			0
PasserByVol:	0	0		0			0	0		0			0		0				0		0			0
Initial Fut:	0	160		85			110	137		0			0		0				626		0			86
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00
PHF Volume:	0	160		85			110	137		0			0		0				626		0			86
Reduct Vol:	0	0		0			0	0		0			0		0				0		0			0
Reduced Vol:	0	160		85			110	137		0			0		0				626		0			86
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00
FinalVolume:	0	160		85			110	137		0			0		0				626		0			86
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		1900
Adjustment:	1.00	0.90		0.90			0.95	0.91		1.00			1.00	1.00		1.00			0.94	1.00		0.94		
Lanes:	0.00	1.96		1.04			1.00	3.00		0.00			0.00	0.00		0.00			1.78	0.00		0.22		
Final Sat.:	0	3352		1782			1805	5187		0			0		0				3190		0			385
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.05		0.05			0.06	0.03		0.00			0.00	0.00		0.00			0.20	0.00		0.22		
Crit Moves:				****			****															****		
Green/Cycle:	0.00	0.13		0.13			0.16	0.16		0.00			0.00	0.00		0.00			0.59	0.00		0.59		
Volume/Cap:	0.00	0.38		0.38			0.38	0.16		0.00			0.00	0.00		0.00			0.33	0.00		0.38		
Delay/Veh:	0.0	40.4		40.4			38.2	36.2		0.0			0.0	0.0		0.0			10.4	0.0		10.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	0.0	40.4		40.4			38.2	36.2		0.0			0.0	0.0		0.0			10.4	0.0		10.8		
LOS by Move:	A	D		D			D	D		A			A	A		A			B	A		B		
HCM2k95thQ:	0	6		6			7	3		0			0	0		0			11	0		12		

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0			
Lanes:	0	0	0	0	0		2	0	0	0	2		1	0	3	0	0		0	0	2	1	0	
Volume Module:																								
Base Vol:	0	0		0			386		0		258		46	843		0			0	597		199		
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01		
Initial Bse:	0	0		0			390		0		261		46	851		0			0	603		201		
Added Vol:	0	0		0			0		0		92		0	180		0			0	236		0		
PasserByVol:	0	0		0			0		0		0		0	0		0			0	0		0		
Initial Fut:	0	0		0			390		0		353		46	1031		0			0	839		201		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	0		0			390		0		353		46	1031		0			0	839		201		
Reduct Vol:	0	0		0			0		0		0		0	0		0			0	0		0		
Reduced Vol:	0	0		0			390		0		353		46	1031		0			0	839		201		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	0	0		0			390		0		353		46	1031		0			0	839		201		
OvlAdjVol:											260													
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.00	0.00		0.00			2.00	0.00		2.00			1.00	3.00		0.00			0.00	2.42		0.58		
Final Sat.:	0	0		0			3200		0	3200			1600	4800		0			0	3872		928		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00			0.12	0.00		0.11			0.03	0.21		0.00			0.00	0.22		0.22		
OvlAdjV/S:										0.08														
Crit Moves:							****						****							****				

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	8	Average Delay (sec/veh):	13.9
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	313	0	145	0	0	0	0	0	972	262	0	810	0			
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01			
Initial Bse:	316	0	146	0	0	0	0	0	982	265	0	818	0			
Added Vol:	128	0	0	0	0	0	0	0	96	84	0	108	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	444	0	146	0	0	0	0	0	1078	349	0	926	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	444	0	146	0	0	0	0	1078	349	0	926	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	444	0	146	0	0	0	0	1078	349	0	926	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	444	0	146	0	0	0	0	1078	349	0	926	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.88	0.88	1.00	0.91	1.00				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	0.00				
Final Sat.:	3502	0	1615	0	0	0	0	4995	1665	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.09	0.00	0.00	0.00	0.00	0.22	0.21	0.00	0.18	0.00				
Crit Moves:	****							****								
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.58	0.00				
Volume/Cap:	0.37	0.00	0.27	0.00	0.00	0.00	0.00	0.37	0.36	0.00	0.31	0.00				
Delay/Veh:	25.1	0.0	24.2	0.0	0.0	0.0	0.0	11.3	11.2	0.0	10.8	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.1	0.0	24.2	0.0	0.0	0.0	0.0	11.3	11.2	0.0	10.8	0.0				
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	A				
HCM2k95thQ:	10	0	7	0	0	0	0	12	12	0	10	0				

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	OY+P SAT
Command:	OY+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	10.5
	Zone 1 Subtotal		.....			90	90	180	10.5
TOTAL			.....			90	90	180	10.5

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for OY CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	C-16	1.00	C-16	125.00	70.00	125	70	195	11.4
	Zone 16 Subtotal					125	70	195	11.4
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	159.00	173	159	332	19.4
	Zone 131 Subtotal					173	159	332	19.4
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.9
	Zone 1000 Subtotal					8	8	16	0.9
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	7.3
	Zone 1100 Subtotal					59	66	125	7.3
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	12.3
	Zone 1200 Subtotal					114	97	211	12.3
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.5
	Zone 1300 Subtotal					4	4	8	0.5
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	21.6
	Zone 1400 Subtotal					180	189	369	21.6
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	16.0
	Zone 1700 Subtotal					153	120	273	16.0
TOTAL						816	713	1529	89.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	256	1612	221		182	1656	81		71	250	205		221	202	163	
Added Vol:	2	49	115		80	43	1		1	32	2		97	23	78	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	1661	336		262	1699	82		72	282	207		318	225	241	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	1661	336		262	1699	82		72	282	207		318	225	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	1661	336		262	1699	82		72	282	207		318	225	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	258	1661	336		262	1699	82		72	282	207		318	225	241	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.33	0.67		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5323	1077		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.31	0.31		0.08	0.27	0.05		0.04	0.09	0.13		0.10	0.07	0.15	
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	237	1418	326		510	1529	197		273	450	169		426	379	599	
Added Vol:	0	117	6		46	104	10		16	0	0		7	0	53	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	237	1535	332		556	1633	207		289	450	169		433	379	652	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	237	1535	332		556	1633	207		289	450	169		433	379	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	237	1535	332		556	1633	207		289	450	169		433	379	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	237	1535	332		556	1633	207		289	450	169		433	379	0	
OvlAdjVol:			116													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24	0.21		0.17	0.34	0.13		0.09	0.09	0.11		0.14	0.12	0.00	
OvlAdjV/S:			0.07													
Crit Moves:		****			****						****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	44	1164	226		313	998	100		79	305	71		283	357	371	
Added Vol:	0	58	0		11	55	5		5	0	0		0	0	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1222	226		324	1053	105		84	305	71		283	357	383	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	1222	226		324	1053	105		84	305	71		283	357	383	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1222	226		324	1053	105		84	305	71		283	357	383	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1222	226		324	1053	105		84	305	71		283	357	383	
OvlAdjVol:															221	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.73	0.27		1.00	1.62	0.38		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4365	435		1600	2598	602		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.14		0.10	0.24	0.24		0.05	0.12	0.12		0.09	0.11	0.24	
OvlAdjV/S:															0.14	
Crit Moves:		****			****					****			****			

Forecast Long-Range Without Project Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR NP PM
Command:	LR NP PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	44.00	220.00	44	220	264	1.0
	Zone 7 Subtotal					44	220	264	1.0
8	C-8	1.00	C-8	124.00	131.00	124	131	255	0.9
	Zone 8 Subtotal					124	131	255	0.9
16	C-16	1.00	C-16	125.00	108.00	125	108	233	0.9
	Zone 16 Subtotal					125	108	233	0.9
58	C-58	1.00	C-58	24.00	24.00	24	24	48	0.2
	Zone 58 Subtotal					24	24	48	0.2
68	C-68	1.00	C-68	42.00	39.00	42	39	81	0.3
	Zone 68 Subtotal					42	39	81	0.3
74	C-74	1.00	C-74	9.00	46.00	9	46	55	0.2
	Zone 74 Subtotal					9	46	55	0.2
75	C-75	1.00	C-75	30.00	53.00	30	53	83	0.3
	Zone 75 Subtotal					30	53	83	0.3
81	C-81	1.00	C-81	130.00	140.00	130	140	270	1.0
	Zone 81 Subtotal					130	140	270	1.0
84	C-84	1.00	C-84	61.00	54.00	61	54	115	0.4
	Zone 84 Subtotal					61	54	115	0.4
85	C-85	1.00	C-85	41.00	83.00	41	83	124	0.5
	Zone 85 Subtotal					41	83	124	0.5
87	C-87	1.00	C-87	23.00	30.00	23	30	53	0.2
	Zone 87 Subtotal					23	30	53	0.2
88	C-88	1.00	C-88	15.00	17.00	15	17	32	0.1
	Zone 88 Subtotal					15	17	32	0.1
91	C-91	1.00	C-91	1298.00	-1337.00	1298	-1337	-39	-
	Zone 91 Subtotal					1298	-1337	-39	-0.1
100	TAZ 1	1.00	TAZ 1	578.00	1005.00	578	1005	1583	5.
	Zone 100 Subtotal					578	1005	1583	5.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	187.00	173	187	360	1.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					173	187	360	1.3
132	C-13 NON-RET	1.00	C-13 NON-RETAI	458.00	2302.00	458	2302	2760	10.
	Zone 132 Subtotal					458	2302	2760	10.2
200	TAZ 2	1.00	TAZ 2	1147.00	1380.00	1147	1380	2527	9
	Zone 200 Subtotal					1147	1380	2527	9.3
300	TAZ 3	1.00	TAZ 3	17.00	34.00	17	34	51	0.2
	Zone 300 Subtotal					17	34	51	0.2
400	TAZ 4	1.00	TAZ 4	157.00	89.00	157	89	246	0.9
	Zone 400 Subtotal					157	89	246	0.9
500	TAZ 5	1.00	TAZ 5	7.00	11.00	7	11	18	0.1
	Zone 500 Subtotal					7	11	18	0.1
600	TAZ 6	1.00	TAZ 6	564.00	467.00	564	467	1031	3.8
	Zone 600 Subtotal					564	467	1031	3.8
700	TAZ 7	1.00	TAZ 7	6145.00	5781.00	6145	5781	11926	43
	Zone 700 Subtotal					6145	5781	11926	43.9
800	TAZ 8	1.00	TAZ 8	148.00	86.00	148	86	234	0.9
	Zone 800 Subtotal					148	86	234	0.9
900	TAZ 9	1.00	TAZ 9	144.00	87.00	144	87	231	0.9
	Zone 900 Subtotal					144	87	231	0.9
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	0.2
	Zone 1000 Subtotal					9	38	47	0.2
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	0.7
	Zone 1100 Subtotal					50	130	180	0.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	1.8
	Zone 1200 Subtotal					109	367	476	1.8
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	0.1
	Zone 1300 Subtotal					5	24	29	0.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	3.4
	Zone 1400 Subtotal					245	673	918	3.4
1500	TAZ 15	1.00	TAZ 15	41.00	41.00	41	41	82	0.3
	Zone 1500 Subtotal					41	41	82	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	758.00	1785.00	758	1785	2543	9.
	Zone 1600 Subtotal					758	1785	2543	9.4
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	1.2
	Zone 1700 Subtotal					126	211	337	1.2
TOTAL						12847	14306	27153	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.774
Loss Time (sec): 16 Average Delay (sec/veh): 273.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	48	602	190		735	521	1		6	48	39		280	30	1078	
HUGHES:	0	0	-85		0	0	0		0	0	0		-139	0	0	
Initial Fut:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.44	0.56		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5826	945		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.36	0.36		0.26	0.40	0.05		0.08	0.17	0.25		0.16	0.11	0.79	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.07	0.20	0.20		0.15	0.28	0.28		0.05	0.30	0.30		0.19	0.44	0.44	
Volume/Cap:	1.46	1.77	1.77		1.77	1.46	0.19		1.77	0.57	0.83		0.83	0.25	1.77	
Delay/Veh:	275.0	391	390.9		398.7	247	27.9		439.1	30.2	43.9		47.4	17.4	381.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	275.0	391	390.9		398.7	247	27.9		439.1	30.2	43.9		47.4	17.4	381.5	
LOS by Move:	F	F	F		F	F	C		F	C	D		D	B	F	
HCM2kAvgQ:	15	57	57		40	55	2		14	9	14		11	4	107	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 16 Average Delay (sec/veh): 23.3
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	1	1778	18		184	2766	12		90	0	72		181	0	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	1778	18		184	2766	12		90	0	72		181	0	140	
Added Vol:	0	840	63		0	840	0		0	0	0		249	0	0	
HUGHES:	0	-85	85		0	-139	0		0	0	0		139	0	0	
Initial Fut:	1	2533	166		184	3467	12		90	0	72		569	0	140	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	2533	0		184	3467	12		90	0	72		569	0	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	2533	0		184	3467	12		90	0	72		569	0	140	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	2533	0		184	3467	12		90	0	72		569	0	140	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.91	1.00	0.91		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.56	0.00	0.44		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		965	0	772		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.00		0.05	0.50	0.01		0.09	0.00	0.09		0.11	0.00	0.09	
Crit Moves:	****					****			****				****			
Green/Cycle:	0.00	0.52	0.00		0.08	0.60	0.60		0.11	0.00	0.11		0.13	0.00	0.20	
Volume/Cap:	0.84	0.70	0.00		0.70	0.84	0.01		0.84	0.00	0.84		0.84	0.00	0.42	
Delay/Veh:	662.2	18.5	0.0		53.2	17.8	8.1		69.6	0.0	69.6		51.5	0.0	35.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	662.2	18.5	0.0		53.2	17.8	8.1		69.6	0.0	69.6		51.5	0.0	35.5	
LOS by Move:	F	B	A		D	B	A		E	A	E		D	A	D	
HCM2kAvgQ:	0	17	0		4	26	0		7	0	7		8	0	4	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	12.5
Optimal Cycle:	79	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	0	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	1729	400		84	2919	0		0	0	0		459	0	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1729	400		84	2919	0		0	0	0		459	0	98	
Added Vol:	0	903	0		0	1089	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2632	400		84	4008	0		0	0	0		459	0	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2632	400		84	4008	0		0	0	0		459	0	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2632	400		84	4008	0		0	0	0		459	0	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2632	400		84	4008	0		0	0	0		459	0	98	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.92	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	1900	6916	1615		3502	6916	0		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.25		0.02	0.58	0.00		0.00	0.00	0.00		0.13	0.00	0.06	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.68	0.84		0.04	0.72	0.00		0.00	0.00	0.00		0.16	0.00	0.20	
Volume/Cap:	0.00	0.56	0.30		0.56	0.81	0.00		0.00	0.00	0.00		0.81	0.00	0.30	
Delay/Veh:	0.0	8.7	1.9		51.9	10.5	0.0		0.0	0.0	0.0		48.8	0.0	34.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.7	1.9		51.9	10.5	0.0		0.0	0.0	0.0		48.8	0.0	34.2	
LOS by Move:	A	A	A		D	B	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	12	3		2	24	0		0	0	0		9	0	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.343
Loss Time (sec):	16	Average Delay (sec/veh):	113.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 4	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Added Vol:	76	804	482		172	902	15		16	0	49		402	0	83	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	369	2084	707		705	3295	518		288	459	216		888	606	619	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	369	2084	707		705	3295	518		288	459	216		888	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	2084	707		705	3295	518		288	459	216		888	606	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	369	2084	707		705	3295	518		288	459	216		888	606	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187	1615		3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.44		0.20	0.64	0.32		0.08	0.09	0.13		0.25	0.17	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.08	0.33	0.52		0.22	0.47	0.47		0.09	0.10	0.10		0.19	0.19	0.00	
Volume/Cap:	1.34	0.91	0.84		0.91	1.34	0.68		0.87	0.89	1.34		1.34	0.87	0.00	
Delay/Veh:	222.7	38.1	28.3		52.9	183	22.9		65.3	61.5	234.9		204.8	50.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	222.7	38.1	28.3		52.9	183	22.9		65.3	61.5	234.9		204.8	50.2	0.0	
LOS by Move:	F	D	C		D	F	C		E	E	F		F	D	A	
HCM2kAvgQ:	14	21	21		15	76	13		7	8	16		31	13	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 16 Average Delay (sec/veh): 36.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1
Volume Module:																
Base Vol:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Added Vol:	0	1355	0		0	1351	0		7	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2868	64		196	3828	0		185	74	28		84	0	191	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2868	64		196	3828	0		185	74	28		84	0	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2868	64		196	3828	0		185	74	28		84	0	191	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2868	64		196	3828	0		185	74	28		84	0	191	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.96	0.96		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.73	0.27		1.31	0.00	1.69	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1322	500		2189	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.55	0.04		0.11	0.74	0.00		0.05	0.06	0.06		0.04	0.00	0.07	
Crit Moves:	****					****					****				****	
Green/Cycle:	0.00	0.60	0.60		0.12	0.72	0.00		0.05	0.05	0.05		0.07	0.00	0.07	
Volume/Cap:	0.00	0.92	0.07		0.92	1.03	0.00		0.97	1.03	1.03		0.59	0.00	1.03	
Delay/Veh:	0.0	22.8	8.3		83.4	35.6	0.0		102.7	144	144.5		47.3	0.0	108.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	22.8	8.3		83.4	35.6	0.0		102.7	144	144.5		47.3	0.0	108.3	
LOS by Move:	A	C	A		F	D	A		F	F	F		D	A	F	
HCM2kAvgQ:	0	33	1		9	55	0		6	7	7		3	0	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 16 Average Delay (sec/veh): 37.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	1532	114		55	2548	15		10	11	30		160	5	117	
Added Vol:	0	1299	72		52	1299	0		0	7	0		77	7	56	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	2831	186		107	3847	15		10	18	30		237	12	173	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	2831	186		107	3847	15		10	18	30		237	12	173	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	2831	186		107	3847	15		10	18	30		237	12	173	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	2831	186		107	3847	15		10	18	30		237	12	173	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.91	0.91		0.96	0.96	0.85	
Lanes:	1.00	3.75	0.25		1.00	2.99	0.01		1.00	0.37	0.63		1.90	0.10	1.00	
Final Sat.:	1805	6431	423		1805	5162	20		1805	646	1076		3454	175	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.44		0.06	0.75	0.75		0.01	0.03	0.03		0.07	0.07	0.11	
Crit Moves:	****					****				****					****	
Green/Cycle:	0.01	0.63	0.63		0.08	0.70	0.70		0.03	0.03	0.03		0.10	0.10	0.10	
Volume/Cap:	1.06	0.70	0.70		0.70	1.06	1.06		0.21	1.06	1.06		0.68	0.68	1.06	
Delay/Veh:	301.3	12.9	12.9		58.1	48.2	48.2		49.9	200	200.0		48.4	48.4	131.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	301.3	12.9	12.9		58.1	48.2	48.2		49.9	200	200.0		48.4	48.4	131.7	
LOS by Move:	F	B	B		E	D	D		D	F	F		D	D	F	
HCM2kAvgQ:	2	18	18		5	58	58		1	4	4		5	5	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.235
Loss Time (sec): 16 Average Delay (sec/veh): 104.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	2	0 3	0	1	1	0 1	1	0	2	0 1	0	1
Volume Module:																
Base Vol:	154	1507	135	313	2282	136	115	392	36	239	334	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	154	1507	135	313	2282	136	115	392	36	239	334	140				
Added Vol:	13	1345	69	16	1350	9	10	0	8	43	0	16				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	167	2852	204	329	3632	145	125	392	44	282	334	156				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	167	2852	204	329	3632	145	125	392	44	282	334	156				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	167	2852	204	329	3632	145	125	392	44	282	334	156				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	167	2852	204	329	3632	145	125	392	44	282	334	156				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.85	0.95	0.94	0.94	0.92	1.00	0.85				
Lanes:	1.00	2.80	0.20	2.00	3.00	1.00	1.00	1.80	0.20	2.00	1.00	1.00				
Final Sat.:	1805	4792	343	3502	5187	1615	1805	3197	359	3502	1900	1615				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.60	0.60	0.09	0.70	0.09	0.07	0.12	0.12	0.08	0.18	0.10				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.07	0.55	0.55	0.09	0.57	0.57	0.06	0.12	0.12	0.08	0.14	0.23				
Volume/Cap:	1.24	1.07	1.07	1.07	1.24	0.16	1.24	1.02	1.02	1.02	1.24	0.42				
Delay/Veh:	200.3	63.0	63.0	118.1	131	10.4	212.9	93.9	93.9	106.7	177	33.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	200.3	63.0	63.0	118.1	131	10.4	212.9	93.9	93.9	106.7	177	33.6				
LOS by Move:	F	E	E	F	F	B	F	F	F	F	F	C				
HCM2kAvgQ:	12	49	49	10	73	2	9	12	12	9	21	4				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 12 Average Delay (sec/veh): 8.4
Optimal Cycle: 109 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	1663	40	3	2418	0	1	2	8	65	0	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1663	40	3	2418	0	1	2	8	65	0	9				
Added Vol:	0	1426	0	0	1401	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	3089	40	3	3819	0	1	2	8	65	0	9				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	3089	40	3	3819	0	1	2	8	65	0	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	3089	40	3	3819	0	1	2	8	65	0	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	3089	40	3	3819	0	1	2	8	65	0	9				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	0.95	0.91	0.91	0.87	0.87	0.87	0.72	1.00	0.72				
Lanes:	0.00	2.96	0.04	1.00	3.00	0.00	0.09	0.18	0.73	0.88	0.00	0.12				
Final Sat.:	0	5110	66	1805	5187	0	151	302	1209	1202	0	166				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.60	0.60	0.00	0.74	0.00	0.01	0.01	0.01	0.05	0.00	0.05				
Crit Moves:					****					****						
Green/Cycle:	0.00	0.82	0.82	0.82	0.82	0.00	0.06	0.06	0.06	0.06	0.00	0.06				
Volume/Cap:	0.00	0.74	0.74	0.04	0.90	0.00	0.11	0.11	0.11	0.90	0.00	0.90				
Delay/Veh:	0.0	4.9	4.9	1.8	9.1	0.0	44.9	44.9	44.9	112.7	0.0	112.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	4.9	4.9	1.8	9.1	0.0	44.9	44.9	44.9	112.7	0.0	112.7				
LOS by Move:	A	A	A	A	A	A	D	D	D	F	A	F				
HCM2kAvgQ:	0	17	17	0	33	0	0	0	0	5	0	5				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.361
Loss Time (sec): 16 Average Delay (sec/veh): 138.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	1	0	1
Volume Module:																
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Added Vol:	40	1348	97		47	1324	33		39	43	52		43	32	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	217	2563	265		183	3424	144		243	622	189		287	573	198	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	217	2563	265		183	3424	144		243	622	189		287	573	198	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	217	2563	265		183	3424	144		243	622	189		287	573	198	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	217	2563	265		183	3424	144		243	622	189		287	573	198	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.72	0.28		2.00	2.88	0.12		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4635	479		3502	4948	208		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.55	0.55	0.05	0.69	0.69	0.13	0.17	0.12	0.16	0.16	0.12				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.09	0.55	0.55	0.05	0.51	0.51	0.11	0.13	0.13	0.12	0.13	0.18				
Volume/Cap:	1.36	1.01	1.01	1.01	1.36	1.36	1.21	1.36	0.92	1.36	1.21	0.67				
Delay/Veh:	243.2	43.4	43.4	118.2	190	189.7	174.2	220	85.5	234.3	154	43.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	243.2	43.4	43.4	118.2	190	189.7	174.2	220	85.5	234.3	154	43.8				
LOS by Move:	F	D	D	F	F	F	F	F	F	F	F	D				
HCM2kAvgQ:	16	41	41	6	83	83	15	23	9	20	19	7				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 8 Average Delay (sec/veh): 17.6
Optimal Cycle: 159 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	1	0	1
Volume Module:																
Base Vol:	4	1499	14		65	2384	15		42	38	20		29	20	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	1499	14		65	2384	15		42	38	20		29	20	27	
Added Vol:	50	1364	0		0	1344	62		66	13	52		0	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	54	2863	14		65	3728	77		108	51	72		29	32	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	2863	14		65	3728	77		108	51	72		29	32	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	2863	14		65	3728	77		108	51	72		29	32	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	2863	14		65	3728	77		108	51	72		29	32	27	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.05	0.91	0.91		0.05	0.91	0.91		0.78	0.78	0.78		0.76	0.76	0.85	
Lanes:	1.00	2.99	0.01		1.00	2.94	0.06		0.47	0.22	0.31		0.48	0.52	1.00	
Final Sat.:	101	5157	25		101	5067	105		691	326	461		683	754	1615	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.56	0.56	0.65	0.74	0.74	0.16	0.16	0.16	0.04	0.04	0.02				
Crit Moves:					****			****								
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.16	0.16	0.16	0.16	0.16	0.16				
Volume/Cap:	0.71	0.73	0.73	0.85	0.97	0.97	0.97	0.97	0.97	0.26	0.26	0.10				
Delay/Veh:	32.3	7.3	7.3	64.0	19.6	19.6	91.3	91.3	91.3	37.4	37.4	36.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.3	7.3	7.3	64.0	19.6	19.6	91.3	91.3	91.3	37.4	37.4	36.0				
LOS by Move:	C	A	A	E	B	B	F	F	F	D	D	D				
HCM2kAvgQ:	2	18	18	3	46	46	11	11	11	2	2	1				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 12 Average Delay (sec/veh): 16.3
Optimal Cycle: 129 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	14	1393	20		23	2261	33		97	96	67		28	67	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1393	20		23	2261	33		97	96	67		28	67	50	
Added Vol:	0	1401	0		7	1384	7		6	0	0		0	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	2794	20		30	3645	40		103	96	67		28	67	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	2794	20		30	3645	40		103	96	67		28	67	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	2794	20		30	3645	40		103	96	67		28	67	56	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	2794	20		30	3645	40		103	96	67		28	67	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.52	0.94	0.94		0.37	0.93	0.93	
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		1.00	0.59	0.41		1.00	0.54	0.46	
Final Sat.:	1805	5145	37		1805	5120	56		990	1050	733		694	965	806	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.54	0.54		0.02	0.71	0.71		0.10	0.09	0.09		0.04	0.07	0.07	
Crit Moves:	****					****			****							
Green/Cycle:	0.01	0.75	0.75		0.02	0.76	0.76		0.11	0.11	0.11		0.11	0.11	0.11	
Volume/Cap:	0.94	0.73	0.73		0.73	0.94	0.94		0.94	0.82	0.82		0.36	0.62	0.62	
Delay/Veh:	248.9	7.8	7.8		97.0	15.0	15.0		109.6	66.8	66.8		44.1	48.6	48.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	248.9	7.8	7.8		97.0	15.0	15.0		109.6	66.8	66.8		44.1	48.6	48.6	
LOS by Move:	F	A	A		F	B	B		F	E	E		D	D	D	
HCM2kAvgQ:	2	18	18		2	40	40		6	7	7		1	5	5	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): 10.1
Optimal Cycle: 105 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	1388	15		37	2369	14		16	17	22		34	19	49	
Added Vol:	0	1382	0		0	1401	7		6	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	2770	15		37	3770	21		22	17	22		34	19	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	2770	15		37	3770	21		22	17	22		34	19	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	2770	15		37	3770	21		22	17	22		34	19	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	21	2770	15		37	3770	21		22	17	22		34	19	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.81	0.81	0.81		0.91	0.89	0.89	
Lanes:	1.00	2.98	0.02		1.00	2.98	0.02		0.36	0.28	0.36		1.00	0.28	0.72	
Final Sat.:	1805	5154	28		1805	5153	29		552	427	552		1725	474	1221	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.54	0.54		0.02	0.73	0.73		0.04	0.04	0.04		0.02	0.04	0.04	
Crit Moves:	****					****								****		
Green/Cycle:	0.01	0.80	0.80		0.03	0.82	0.82		0.05	0.05	0.05		0.05	0.05	0.05	
Volume/Cap:	0.89	0.67	0.67		0.67	0.89	0.89		0.88	0.88	0.88		0.44	0.89	0.89	
Delay/Veh:	185.2	4.6	4.6		75.1	8.6	8.6		117.1	117	117.1		50.4	114	114.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	185.2	4.6	4.6		75.1	8.6	8.6		117.1	117	117.1		50.4	114	114.4	
LOS by Move:	F	A	A		E	A	A		F	F	F		D	F	F	
HCM2kAvgQ:	2	14	14		2	32	32		4	4	4		2	4	4	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.242
Loss Time (sec): 16 Average Delay (sec/veh): 85.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	2	0	2	0	1
Volume Module:																		
Base Vol:	74	1000	323		471	1827		88	95	392	77		264	393	369			
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	74	1000	323		471	1827		88	95	392	77		264	393	369			
Added Vol:	0	1032	487		401	1039		68	33	6	0		289	5	226			
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0			
Initial Fut:	74	2032	810		872	2866		156	128	398	77		553	398	595			
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	74	2032	810		872	2866		156	128	398	77		553	398	595			
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0			
Reduced Vol:	74	2032	810		872	2866		156	128	398	77		553	398	595			
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	74	2032	810		872	2866		156	128	398	77		553	398	595			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900			
Adjustment:	0.95	0.91	0.85		0.92	0.90		0.90	0.95	0.93	0.93		0.92	0.95	0.85			
Lanes:	1.00	3.00	1.00		2.00	2.85		0.15	1.00	1.68	0.32		2.00	2.00	1.00			
Final Sat.:	1805	5187	1615		3502	4880		266	1805	2952	571		3502	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.39	0.50		0.25	0.59		0.07	0.13	0.13	0.16		0.11	0.37				
Crit Moves:			****		****				****		****							
Green/Cycle:	0.04	0.40	0.40		0.20	0.56		0.56	0.09	0.11	0.11		0.13	0.15	0.35			
Volume/Cap:	1.04	0.97	1.24		1.24	1.04		1.04	0.81	1.24	1.24		1.24	0.75	1.06			
Delay/Veh:	166.1	42.6	151.4		160.8	49.9		49.9	70.2	174	173.8		170.4	46.5	86.7			
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	166.1	42.6	151.4		160.8	49.9		49.9	70.2	174	173.8		170.4	46.5	86.7			
LOS by Move:	F	D	F		F	D		D	E	F	F		F	D	F			
HCM2kAvgQ:	5	29	46		27	45		45	6	16	16		18	8	27			

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	2	0	2	1	0
Volume Module:																		
Base Vol:	45	56	118		287	16		61	22	1009	5		27	787	93			
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	45	56	118		287	16		61	22	1009	5		27	787	93			
Added Vol:	728	0	613		0	0		110	33	768	172		149	550	0			
HUGHES:	0	0	0		0	0		0	0	-85	0		0	-139	0			
Initial Fut:	773	56	731		287	16		171	55	1692	177		176	1198	93			
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	773	56	731		287	16		171	55	1692	177		176	1198	93			
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0			
Reduced Vol:	773	56	731		287	16		171	55	1692	177		176	1198	93			
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	773	56	731		287	16		171	55	1692	177		176	1198	93			
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.99	0.14	1.87		2.00	0.17		1.83	2.00	3.00	1.00		2.00	2.78	0.22			
Final Sat.:	3177	229	2994		3200	274		2926	3200	4800	1600		3200	4454	346			
Capacity Analysis Module:																		
Vol/Sat:	0.24	0.24	0.24		0.09	0.06		0.06	0.02	0.35	0.11		0.06	0.27	0.27			
Crit Moves:			****		****					****			****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.312
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	6	41	111	481	24	80	55	1342	3	6	767	108				
Added Vol:	19	124	756	268	32	24	115	1248	17	198	656	79				
HUGHES:	0	0	85	0	0	0	0	-85	0	139	-139	0				
Initial Fut:	25	165	952	749	56	104	170	2505	20	343	1284	187				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	25	165	952	749	56	104	170	2505	20	343	1284	187				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	25	165	952	749	56	104	170	2505	20	343	1284	187				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	25	165	952	749	56	104	170	2505	20	343	1284	187				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.30	1.70	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.62	0.38				
Final Sat.:	3200	473	2727	3200	1600	1600	3200	4800	1600	3200	4190	610				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.35	0.23	0.04	0.07	0.05	0.52	0.01	0.11	0.31	0.31				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.406
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	140	396	291	434	1146	60	24	1578	299	145	622	131				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	140	396	291	434	1146	60	24	1578	299	145	622	131				
Added Vol:	13	0	52	357	0	88	75	2192	5	20	832	173				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	153	396	343	791	1146	148	99	3770	304	165	1454	304				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	153	396	343	791	1146	148	99	3770	304	165	1454	304				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	153	396	343	791	1146	148	99	3770	304	165	1454	304				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	153	396	343	791	1146	148	99	3770	304	165	1454	304				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.61	1.39	2.00	2.00	1.00	1.00	2.78	0.22	2.00	3.00	1.00				
Final Sat.:	3200	2572	2228	3200	3200	1600	1600	4442	358	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.15	0.25	0.36	0.09	0.06	0.85	0.85	0.05	0.30	0.19				
Crit Moves:	****				****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.391
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	1	1	1	0	3	1	0	2	0	2	1	0
Volume Module:																			
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Added Vol:	38	0	0		0	0	39		41	2520	39		0	948	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	213	622	331		140	1014	159		257	4422	293		547	1622	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	622	331		140	1014	159		257	4422	293		547	1622	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	213	622	331		140	1014	159		257	4422	293		547	1622	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	213	622	331		140	1014	159		257	4422	293		547	1622	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.75	0.25		2.00	2.91	0.09	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	6002	398		3200	4662	138	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.19	0.21		0.09	0.32	0.10		0.16	0.74	0.74		0.17	0.35	0.35	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.208
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	4	0	1	1	0	2	1	0
Volume Module:																			
Base Vol:	15	2	22		347	8	84		37	2307	17		79	1185	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	2	22		347	8	84		37	2307	17		79	1185	67	
Added Vol:	0	0	0		23	0	13		11	2510	0		0	935	23	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	2	22		370	8	97		48	4817	17		79	2120	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	2	22		370	8	97		48	4817	17		79	2120	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	2	22		370	8	97		48	4817	17		79	2120	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	2	22		370	8	97		48	4817	17		79	2120	90	
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.38	0.05	0.57		0.78	0.02	0.20		1.00	4.00	1.00		1.00	2.88	0.12	
Final Sat.:	615	82	903		1246	27	327		1600	6400	1600		1600	4605	195	
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.02	0.02		0.23	0.30	0.30		0.03	0.75	0.01		0.05	0.46	0.46	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.192
Loss Time (sec):	8	Average Delay (sec/veh):	79.7
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	1	1	0	0	3
Volume Module:																
Base Vol:	296	0	358		0	0	0		0	1720	966		0	1059	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	0	358		0	0	0		0	1720	966		0	1059	0	
Added Vol:	0	0	0		0	0	0		0	1519	1013		0	958	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	296	0	358		0	0	0		0	3239	1979		0	2017	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	296	0	358		0	0	0		0	3239	1979		0	2017	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	0	358		0	0	0		0	3239	1979		0	2017	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	296	0	358		0	0	0		0	3239	1979		0	2017	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.90		1.00	1.00	1.00		1.00	0.86	0.86		1.00	0.91	1.00	
Lanes:	1.29	0.00	0.71		0.00	0.00	0.00		0.00	2.48	1.52		0.00	3.00	0.00	
Final Sat.:	2205	0	1207		0	0	0		0	4048	2473		0	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.30		0.00	0.00	0.00		0.00	0.80	0.80		0.00	0.39	0.00	
Crit Moves:			****							****						
Green/Cycle:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.67	0.67		0.00	0.67	0.00	
Volume/Cap:	0.54	0.00	1.19		0.00	0.00	0.00		0.00	1.19	1.19		0.00	0.58	0.00	
Delay/Veh:	33.1	0.0	141.0		0.0	0.0	0.0		0.0	105	105.4		0.0	9.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.1	0.0	141.0		0.0	0.0	0.0		0.0	105	105.4		0.0	9.1	0.0	
LOS by Move:	C	A	F		A	A	A		A	F	F		A	A	A	
HCM2kAvgQ:	7	0	29		0	0	0		0	74	74		0	12	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	12	Average Delay (sec/veh):	32.9
Optimal Cycle:	109	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1!
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	220	34		230	560	0		0	0	0		964	0	213	
Added Vol:	0	0	211		0	0	0		0	0	0		653	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	220	245		230	560	0		0	0	0		1617	0	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	220	245		230	560	0		0	0	0		1617	0	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	220	245		230	560	0		0	0	0		1617	0	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	220	245		230	560	0		0	0	0		1617	0	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.87	0.87		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	1.42	1.58		1.00	3.00	0.00		0.00	0.00	0.00		1.79	0.00	0.21	
Final Sat.:	0	2360	2628		1805	5187	0		0	0	0		3205	0	373	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.13	0.11	0.00		0.00	0.00	0.00		0.50	0.00	0.57	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.10	0.10		0.14	0.14	0.00		0.00	0.00	0.00		0.63	0.00	0.63	
Volume/Cap:	0.00	0.90	0.90		0.90	0.76	0.00		0.00	0.00	0.00		0.79	0.00	0.90	
Delay/Veh:	0.0	62.9	62.9		73.5	46.0	0.0		0.0	0.0	0.0		15.5	0.0	21.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	62.9	62.9		73.5	46.0	0.0		0.0	0.0	0.0		15.5	0.0	21.4	
LOS by Move:	A	E	E		E	D	A		A	A	A		B	A	C	
HCM2kAvgQ:	0	8	8		10	8	0		0	0	0		22	0	30	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.305
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0	1033	0	450	97	2030	0	0	624	156				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	1033	0	450	97	2030	0	0	624	156				
Added Vol:	0	0	0	456	0	197	0	1519	0	0	760	211				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	1489	0	647	97	3549	0	0	1384	367				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	1489	0	647	97	3549	0	0	1384	367				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	1489	0	647	97	3549	0	0	1384	367				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	1489	0	647	97	3549	0	0	1384	367				
OvlAdjVol:						453										
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	1.00	3.00	0.00	0.00	2.37	0.63				
Final Sat.:	0	0	0	3200	0	3200	1600	4800	0	0	3794	1006				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.47	0.00	0.20	0.06	0.74	0.00	0.00	0.36	0.36				
OvlAdjV/S:						0.14										
Crit Moves:				****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.118
Loss Time (sec):	8	Average Delay (sec/veh):	57.6
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	2	1 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	325	0	212	0	0	0	0	2523	515	0	797	0				
Added Vol:	315	0	231	0	0	0	0	1186	789	0	657	417				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	640	0	443	0	0	0	0	3709	1304	0	1454	417				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	640	0	443	0	0	0	0	3709	1304	0	1454	417				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	640	0	443	0	0	0	0	3709	1304	0	1454	417				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	640	0	443	0	0	0	0	3709	1304	0	1454	417				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.88	0.88				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	1.04	0.00	2.33	0.67				
Final Sat.:	3502	0	1615	0	0	0	0	4917	1729	0	3898	1118				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.27	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.37	0.37				
Crit Moves:			****					****								
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.67	0.67				
Volume/Cap:	0.74	0.00	1.12	0.00	0.00	0.00	0.00	1.12	1.12	0.00	0.55	0.55				
Delay/Veh:	38.4	0.0	119.0	0.0	0.0	0.0	0.0	72.9	72.9	0.0	8.6	8.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.4	0.0	119.0	0.0	0.0	0.0	0.0	72.9	72.9	0.0	8.6	8.6				
LOS by Move:	D	A	F	A	A	A	A	E	E	A	A	A				
HCM2kAvgQ:	11	0	23	0	0	0	0	63	63	0	11	11				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR NP PM
Command:	LR NP PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	44.00	220.00	44	220	264	1.0
	Zone 7 Subtotal					44	220	264	1.0
8	C-8	1.00	C-8	124.00	131.00	124	131	255	0.9
	Zone 8 Subtotal					124	131	255	0.9
16	C-16	1.00	C-16	125.00	108.00	125	108	233	0.9
	Zone 16 Subtotal					125	108	233	0.9
58	C-58	1.00	C-58	24.00	24.00	24	24	48	0.2
	Zone 58 Subtotal					24	24	48	0.2
68	C-68	1.00	C-68	42.00	39.00	42	39	81	0.3
	Zone 68 Subtotal					42	39	81	0.3
74	C-74	1.00	C-74	9.00	46.00	9	46	55	0.2
	Zone 74 Subtotal					9	46	55	0.2
75	C-75	1.00	C-75	30.00	53.00	30	53	83	0.3
	Zone 75 Subtotal					30	53	83	0.3
81	C-81	1.00	C-81	130.00	140.00	130	140	270	1.0
	Zone 81 Subtotal					130	140	270	1.0
84	C-84	1.00	C-84	61.00	54.00	61	54	115	0.4
	Zone 84 Subtotal					61	54	115	0.4
85	C-85	1.00	C-85	41.00	83.00	41	83	124	0.5
	Zone 85 Subtotal					41	83	124	0.5
87	C-87	1.00	C-87	23.00	30.00	23	30	53	0.2
	Zone 87 Subtotal					23	30	53	0.2
88	C-88	1.00	C-88	15.00	17.00	15	17	32	0.1
	Zone 88 Subtotal					15	17	32	0.1
91	C-91	1.00	C-91	1298.00	-1337.00	1298	-1337	-39	-
	Zone 91 Subtotal					1298	-1337	-39	-0.1
100	TAZ 1	1.00	TAZ 1	578.00	1005.00	578	1005	1583	5.
	Zone 100 Subtotal					578	1005	1583	5.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	187.00	173	187	360	1.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					173	187	360	1.3
132	C-13 NON-RET	1.00	C-13 NON-RETAI	458.00	2302.00	458	2302	2760	10.
	Zone 132 Subtotal					458	2302	2760	10.2
200	TAZ 2	1.00	TAZ 2	1147.00	1380.00	1147	1380	2527	9
	Zone 200 Subtotal					1147	1380	2527	9.3
300	TAZ 3	1.00	TAZ 3	17.00	34.00	17	34	51	0.2
	Zone 300 Subtotal					17	34	51	0.2
400	TAZ 4	1.00	TAZ 4	157.00	89.00	157	89	246	0.9
	Zone 400 Subtotal					157	89	246	0.9
500	TAZ 5	1.00	TAZ 5	7.00	11.00	7	11	18	0.1
	Zone 500 Subtotal					7	11	18	0.1
600	TAZ 6	1.00	TAZ 6	564.00	467.00	564	467	1031	3.8
	Zone 600 Subtotal					564	467	1031	3.8
700	TAZ 7	1.00	TAZ 7	6145.00	5781.00	6145	5781	11926	43
	Zone 700 Subtotal					6145	5781	11926	43.9
800	TAZ 8	1.00	TAZ 8	148.00	86.00	148	86	234	0.9
	Zone 800 Subtotal					148	86	234	0.9
900	TAZ 9	1.00	TAZ 9	144.00	87.00	144	87	231	0.9
	Zone 900 Subtotal					144	87	231	0.9
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	0.2
	Zone 1000 Subtotal					9	38	47	0.2
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	0.7
	Zone 1100 Subtotal					50	130	180	0.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	1.8
	Zone 1200 Subtotal					109	367	476	1.8
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	0.1
	Zone 1300 Subtotal					5	24	29	0.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	3.4
	Zone 1400 Subtotal					245	673	918	3.4
1500	TAZ 15	1.00	TAZ 15	41.00	41.00	41	41	82	0.3
	Zone 1500 Subtotal					41	41	82	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	758.00	1785.00	758	1785	2543	9.
	Zone 1600 Subtotal					758	1785	2543	9.4
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	1.2
	Zone 1700 Subtotal					126	211	337	1.2
TOTAL						12847	14306	27153	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.653
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	48	602	190		735	521	1		6	48	39		280	30	1078	
HUGHES:	0	0	-85		0	0	0		0	0	0		-139	0	0	
Initial Fut:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	2097	340		903	2791	85		150	621	403		553	405	1274	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.44	0.56		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5507	893		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.38	0.38		0.28	0.44	0.05		0.09	0.19	0.25		0.17	0.13	0.80	
Crit Moves:		****			****				****						****	

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.314
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Added Vol:	76	804	482		172	902	15		16	0	49		402	0	83	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	369	2084	707		705	3295	518		288	459	216		888	606	619	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	369	2084	707		705	3295	518		288	459	216		888	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	2084	707		705	3295	518		288	459	216		888	606	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	369	2084	707		705	3295	518		288	459	216		888	606	0	
OvlAdjVol:			263													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.33	0.44		0.22	0.69	0.32		0.09	0.10	0.14		0.28	0.19	0.00	
OvlAdjV/S:			0.16													
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Added Vol:	0	1032	487		401	1039	68		33	6	0		289	5	226	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	74	2032	810		872	2866	156		128	398	77		553	398	595	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	2032	810		872	2866	156		128	398	77		553	398	595	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	2032	810		872	2866	156		128	398	77		553	398	595	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	2032	810		872	2866	156		128	398	77		553	398	595	
OvlAdjVol:															159	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.85	0.15		1.00	1.68	0.32		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4552	248		1600	2681	519		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.42	0.51		0.27	0.63	0.63		0.08	0.15	0.15		0.17	0.12	0.37	
OvlAdjV/S:															0.10	
Crit Moves:			****		****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR NP SAT
Command:	LR NP SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	42.00	35.00	42	35	77	0.3
	Zone 7 Subtotal					42	35	77	0.3
8	C-8	1.00	C-8	189.00	194.00	189	194	383	1.3
	Zone 8 Subtotal					189	194	383	1.3
16	C-16	1.00	C-16	125.00	70.00	125	70	195	0.6
	Zone 16 Subtotal					125	70	195	0.6
58	C-58	1.00	C-58	42.00	42.00	42	42	84	0.3
	Zone 58 Subtotal					42	42	84	0.3
68	C-68	1.00	C-68	54.00	44.00	54	44	98	0.3
	Zone 68 Subtotal					54	44	98	0.3
74	C-74	1.00	C-74	9.00	7.00	9	7	16	0.1
	Zone 74 Subtotal					9	7	16	0.1
75	C-75	1.00	C-75	74.00	54.00	74	54	128	0.4
	Zone 75 Subtotal					74	54	128	0.4
81	C-81	1.00	C-81	205.00	188.00	205	188	393	1.3
	Zone 81 Subtotal					205	188	393	1.3
84	C-84	1.00	C-84	80.00	81.00	80	81	161	0.5
	Zone 84 Subtotal					80	81	161	0.5
85	C-85	1.00	C-85	65.00	63.00	65	63	128	0.4
	Zone 85 Subtotal					65	63	128	0.4
87	C-87	1.00	C-87	25.00	30.00	25	30	55	0.2
	Zone 87 Subtotal					25	30	55	0.2
88	C-88	1.00	C-88	24.00	22.00	24	22	46	0.2
	Zone 88 Subtotal					24	22	46	0.2
91	C-91	1.00	C-91	105.00	1269.00	105	1269	1374	4.
	Zone 91 Subtotal					105	1269	1374	4.5
100	TAZ 1	1.00	TAZ 1	910.00	764.00	910	764	1674	5.5
	Zone 100 Subtotal					910	764	1674	5.5
131	C-13 RETAIL	1.00	C-13 RETAIL	277.00	255.00	277	255	532	1.8

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					277	255	532	1.8
132	C-13 NON-RET	1.00	C-13 NON-RETAI	421.00	366.00	421	366	787	2.6
	Zone 132 Subtotal					421	366	787	2.6
200	TAZ 2	1.00	TAZ 2	1837.00	1734.00	1837	1734	3571	11
	Zone 200 Subtotal					1837	1734	3571	11.7
300	TAZ 3	1.00	TAZ 3	28.00	28.00	28	28	56	0.2
	Zone 300 Subtotal					28	28	56	0.2
400	TAZ 4	1.00	TAZ 4	120.00	110.00	120	110	230	0.8
	Zone 400 Subtotal					120	110	230	0.8
500	TAZ 5	1.00	TAZ 5	4.00	6.00	4	6	10	0.0
	Zone 500 Subtotal					4	6	10	0.0
600	TAZ 6	1.00	TAZ 6	654.00	596.00	654	596	1250	4.1
	Zone 600 Subtotal					654	596	1250	4.1
700	TAZ 7	1.00	TAZ 7	8231.00	7544.00	8231	7544	15775	51
	Zone 700 Subtotal					8231	7544	15775	51.9
800	TAZ 8	1.00	TAZ 8	125.00	112.00	125	112	237	0.8
	Zone 800 Subtotal					125	112	237	0.8
900	TAZ 9	1.00	TAZ 9	123.00	109.00	123	109	232	0.8
	Zone 900 Subtotal					123	109	232	0.8
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.1
	Zone 1000 Subtotal					8	8	16	0.1
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	0.4
	Zone 1100 Subtotal					59	66	125	0.4
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	0.7
	Zone 1200 Subtotal					114	97	211	0.7
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.0
	Zone 1300 Subtotal					4	4	8	0.0
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	1.2
	Zone 1400 Subtotal					180	189	369	1.2
1500	TAZ 15	1.00	TAZ 15	52.00	42.00	52	42	94	0.3
	Zone 1500 Subtotal					52	42	94	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	941.00	866.00	941	866	1807	5.9
	Zone 1600 Subtotal					941	866	1807	5.9
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	0.9
	Zone 1700 Subtotal					153	120	273	0.9
TOTAL						15280	15115	30395	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.416
Loss Time (sec):	16	Average Delay (sec/veh):	142.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	1	0	2	0	4	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	48	576	168		732	650	1		1	37	50		170	28	684	
HUGHES:	0	0	-75		0	0	0		0	0	0		-78	0	0	
Initial Fut:	301	2172	312		912	2290	81		71	285	253		311	228	845	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	301	2172	312		912	2290	81		71	285	253		311	228	845	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	2172	312		912	2290	81		71	285	253		311	228	845	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	301	2172	312		912	2290	81		71	285	253		311	228	845	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.50	0.50		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5932	852		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.37	0.37		0.26	0.33	0.05		0.04	0.08	0.16		0.09	0.06	0.52	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.09	0.26	0.26		0.18	0.35	0.35		0.03	0.25	0.25		0.14	0.37	0.37	
Volume/Cap:	0.94	1.42	1.42		1.42	0.94	0.14		1.42	0.31	0.62		0.62	0.17	1.42	
Delay/Veh:	80.5	228	227.5		236.9	39.8	22.3		319.9	30.4	35.9		42.6	21.3	228.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.5	228	227.5		236.9	39.8	22.3		319.9	30.4	35.9		42.6	21.3	228.3	
LOS by Move:	F	F	F		F	D	C		F	C	D		D	C	F	
HCM2kAvgQ:	8	47	47		33	24	2		7	4	8		6	2	58	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	16	Average Delay (sec/veh):	10.4
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	4	0	1	2	0	4	0	1	0	0	1!	0	0	
Volume Module:																
Base Vol:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Added Vol:	0	792	70		0	870	0		0	0	0		62	0	0	
HUGHES:	0	-75	75		0	-78	0		0	0	0		78	0	0	
Initial Fut:	8	2642	163		82	2555	12		15	0	6		170	0	126	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2642	0		82	2555	12		15	0	6		170	0	126	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	2642	0		82	2555	12		15	0	6		170	0	126	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	2642	0		82	2555	12		15	0	6		170	0	126	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.93	1.00	0.93		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.71	0.00	0.29		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		1260	0	504		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.00		0.02	0.37	0.01		0.01	0.00	0.01		0.03	0.00	0.08	
Crit Moves:		****			****						****				****	
Green/Cycle:	0.01	0.68	0.00		0.04	0.71	0.71		0.02	0.00	0.02		0.10	0.00	0.14	
Volume/Cap:	0.52	0.56	0.00		0.56	0.52	0.01		0.56	0.00	0.56		0.33	0.00	0.56	
Delay/Veh:	77.0	8.4	0.0		51.9	6.6	4.2		66.5	0.0	66.5		42.5	0.0	43.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	77.0	8.4	0.0		51.9	6.6	4.2		66.5	0.0	66.5		42.5	0.0	43.4	
LOS by Move:	E	A	A		D	A	A		E	A	E		D	A	D	
HCM2kAvgQ:	1	12	0		2	10	0		1	0	1		2	0	4	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	12	Average Delay (sec/veh):	15.6
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1760	573	154	1636	0	0	0	0	583	0	142				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1760	573	154	1636	0	0	0	0	583	0	142				
Added Vol:	0	861	0	0	932	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	2621	573	154	2568	0	0	0	0	583	0	142				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2621	573	154	2568	0	0	0	0	583	0	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2621	573	154	2568	0	0	0	0	583	0	142				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2621	573	154	2568	0	0	0	0	583	0	142				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.35	0.04	0.37	0.00	0.00	0.00	0.00	0.17	0.00	0.09				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.57	0.81	0.07	0.63	0.00	0.00	0.00	0.00	0.25	0.00	0.31				
Volume/Cap:	0.00	0.67	0.44	0.67	0.59	0.00	0.00	0.00	0.00	0.67	0.00	0.28				
Delay/Veh:	0.0	15.6	2.9	53.1	11.0	0.0	0.0	0.0	0.0	35.9	0.0	26.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.6	2.9	53.1	11.0	0.0	0.0	0.0	0.0	35.9	0.0	26.1				
LOS by Move:	A	B	A	D	B	A	A	A	A	D	A	C				
HCM2kAvgQ:	0	16	5	4	13	0	0	0	0	9	0	3				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.144
Loss Time (sec):	16	Average Delay (sec/veh):	80.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	235	1404	323	505	1514	195	270	446	167	422	375	593				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	235	1404	323	505	1514	195	270	446	167	422	375	593				
Added Vol:	67	735	556	97	823	12	18	0	75	540	0	108				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	302	2139	879	602	2337	207	288	446	242	962	375	701				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	302	2139	879	602	2337	207	288	446	242	962	375	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	302	2139	879	602	2337	207	288	446	242	962	375	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	302	2139	879	602	2337	207	288	446	242	962	375	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	1.00				
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00				
Final Sat.:	3502	6916	1615	3502	5187	1615	3502	5187	1615	3502	3610	1900				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.31	0.54	0.17	0.45	0.13	0.08	0.09	0.15	0.27	0.10	0.00				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.08	0.30	0.54	0.17	0.39	0.39	0.16	0.13	0.13	0.24	0.21	0.00				
Volume/Cap:	1.14	1.03	1.01	1.03	1.14	0.33	0.50	0.66	1.14	1.14	0.50	0.00				
Delay/Veh:	146.3	61.6	54.6	85.5	102	21.4	38.8	43.7	149.7	117.0	35.6	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	146.3	61.6	54.6	85.5	102	21.4	38.8	43.7	149.7	117.0	35.6	0.0				
LOS by Move:	F	E	D	F	F	C	D	D	F	F	D	A				
HCM2kAvgQ:	10	26	35	15	43	4	5	6	14	26	6	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 16 Average Delay (sec/veh): 44.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	1
Volume Module:																
Base Vol:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Added Vol:	0	1353	0		0	1432	0		6	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	3204	91		253	3138	0		194	75	21		107	0	223	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	3204	91		253	3138	0		194	75	21		107	0	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	3204	91		253	3138	0		194	75	21		107	0	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	3204	91		253	3138	0		194	75	21		107	0	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.97	0.97		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.78	0.22		1.32	0.00	1.68	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1435	402		2226	0	2817	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.62	0.06		0.14	0.60	0.00		0.06	0.05	0.05		0.05	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.58	0.58		0.13	0.71	0.00		0.05	0.05	0.05		0.07	0.00	0.07	
Volume/Cap:	0.00	1.06	0.10		1.06	0.85	0.00		1.06	1.00	1.00		0.65	0.00	1.06	
Delay/Veh:	0.0	56.9	9.3		119.2	12.4	0.0		131.5	140	139.9		47.8	0.0	114.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	56.9	9.3		119.2	12.4	0.0		131.5	140	139.9		47.8	0.0	114.8	
LOS by Move:	A	E	A		F	B	A		F	F	F		D	A	F	
HCM2kAvgQ:	0	50	1		14	28	0		7	6	6		4	0	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 16 Average Delay (sec/veh): 24.7
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Added Vol:	0	1278	113		82	1350	0		0	10	0		103	9	75	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	3015	297		193	3011	17		15	13	26		237	11	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	3015	297		193	3011	17		15	13	26		237	11	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	3015	297		193	3011	17		15	13	26		237	11	203	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	3015	297		193	3011	17		15	13	26		237	11	203	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.90	0.90		0.95	0.95	0.85	
Lanes:	1.00	3.64	0.36		1.00	2.98	0.02		1.00	0.33	0.67		1.91	0.09	1.00	
Final Sat.:	1805	6214	612		1805	5153	29		1805	570	1140		3464	161	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.49	0.49		0.11	0.58	0.58		0.01	0.02	0.02		0.07	0.07	0.13	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.01	0.55	0.55		0.12	0.66	0.66		0.03	0.03	0.03		0.14	0.14	0.14	
Volume/Cap:	0.88	0.88	0.88		0.88	0.88	0.88		0.32	0.88	0.88		0.48	0.48	0.88	
Delay/Veh:	195.0	22.4	22.4		74.5	17.0	17.0		51.8	139	139.4		40.2	40.2	72.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	195.0	22.4	22.4		74.5	17.0	17.0		51.8	139	139.4		40.2	40.2	72.2	
LOS by Move:	F	C	C		E	B	B		D	F	F		D	D	E	
HCM2kAvgQ:	2	28	28		9	31	31		1	3	3		4	4	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 16 Average Delay (sec/veh): 48.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1 0	2	0	3	0 1	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	87	1723	156	194	1531	95	106	251	59	209	204	201				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	87	1723	156	194	1531	95	106	251	59	209	204	201				
Added Vol:	12	1357	58	18	1427	9	12	0	11	65	0	22				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	99	3080	214	212	2958	104	118	251	70	274	204	223				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	99	3080	214	212	2958	104	118	251	70	274	204	223				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	99	3080	214	212	2958	104	118	251	70	274	204	223				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	99	3080	214	212	2958	104	118	251	70	274	204	223				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.90	0.90	0.92	0.91	0.85	0.95	0.92	0.92	0.92	1.00	0.85				
Lanes:	1.00	2.81	0.19	2.00	3.00	1.00	1.00	1.56	0.44	2.00	1.00	1.00				
Final Sat.:	1805	4802	334	3502	5187	1615	1805	2730	761	3502	1900	1615				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.64	0.64	0.06	0.57	0.06	0.07	0.09	0.09	0.08	0.11	0.14				
Crit Moves:		****		****			****				****					
Green/Cycle:	0.06	0.62	0.62	0.06	0.61	0.61	0.06	0.09	0.09	0.08	0.10	0.16				
Volume/Cap:	0.93	1.04	1.04	1.04	0.93	0.10	1.04	1.03	1.03	1.03	1.04	0.86				
Delay/Veh:	111.0	47.3	47.3	121.4	22.7	8.0	142.9	103	103.3	108.1	120	64.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	111.0	47.3	47.3	121.4	22.7	8.0	142.9	103	103.3	108.1	120	64.1				
LOS by Move:	F	D	D	F	C	A	F	F	F	F	F	E				
HCM2kAvgQ:	6	49	49	7	34	1	7	10	10	8	11	9				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 12 Average Delay (sec/veh): 7.5
Optimal Cycle: 79 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1881	47	8	1795	0	1	0	12	67	1	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1881	47	8	1795	0	1	0	12	67	1	13				
Added Vol:	0	1426	0	0	1503	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	3307	47	8	3298	0	1	0	12	67	1	13				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	3307	47	8	3298	0	1	0	12	67	1	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	3307	47	8	3298	0	1	0	12	67	1	13				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	3307	47	8	3298	0	1	0	12	67	1	13				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	0.95	0.91	0.91	0.86	1.00	0.86	0.73	0.73	0.73				
Lanes:	0.00	2.96	0.04	1.00	3.00	0.00	0.08	0.00	0.92	0.83	0.01	0.16				
Final Sat.:	0	5104	73	1805	5187	0	126	0	1512	1140	17	221				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.65	0.65	0.00	0.64	0.00	0.01	0.00	0.01	0.06	0.06	0.06				
Crit Moves:		****		****							****					
Green/Cycle:	0.00	0.80	0.80	0.81	0.81	0.00	0.07	0.00	0.07	0.07	0.07	0.07				
Volume/Cap:	0.00	0.81	0.81	0.09	0.79	0.00	0.11	0.00	0.11	0.81	0.81	0.81				
Delay/Veh:	0.0	6.8	6.8	11.8	6.1	0.0	43.7	0.0	43.7	82.4	82.4	82.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	6.8	6.8	11.8	6.1	0.0	43.7	0.0	43.7	82.4	82.4	82.4				
LOS by Move:	A	A	A	B	A	A	D	A	D	F	F	F				
HCM2kAvgQ:	0	23	23	0	21	0	0	0	0	4	4	4				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.176
Loss Time (sec):	16	Average Delay (sec/veh):	103.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	2	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	150	1515	136	171	1350	201	238	456	134	184	436	185				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	150	1515	136	171	1350	201	238	456	134	184	436	185				
Added Vol:	54	1326	56	57	1410	39	46	46	58	59	42	56				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	204	2841	192	228	2760	240	284	502	192	243	478	241				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	204	2841	192	228	2760	240	284	502	192	243	478	241				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	204	2841	192	228	2760	240	284	502	192	243	478	241				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	204	2841	192	228	2760	240	284	502	192	243	478	241				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.90	0.90	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	2.81	0.19	2.00	2.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1805	4815	325	3502	4715	410	1805	3610	1615	1805	3610	1615				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.59	0.59	0.07	0.59	0.59	0.16	0.14	0.12	0.13	0.13	0.15				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.10	0.53	0.53	0.06	0.50	0.50	0.13	0.13	0.13	0.12	0.11	0.17				
Volume/Cap:	1.18	1.10	1.10	1.10	1.18	1.18	1.18	1.11	0.95	1.11	1.18	0.87				
Delay/Veh:	169.0	76.0	76.0	140.1	109	108.9	157.3	120	92.4	137.8	147	64.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	169.0	76.0	76.0	140.1	109	108.9	157.3	120	92.4	137.8	147	64.6				
LOS by Move:	F	E	E	F	F	F	F	F	F	F	F	E				
HCM2kAvgQ:	13	51	51	8	56	56	17	15	10	14	15	10				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	1.181
Loss Time (sec):	8	Average Delay (sec/veh):	16.0
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	1	0	0 1
Volume Module:																
Base Vol:	14	1601	23	50	1507	29	28	17	18	20	13	41				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	1601	23	50	1507	29	28	17	18	20	13	41				
Added Vol:	76	1301	0	0	1391	95	97	19	78	0	19	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	90	2902	23	50	2898	124	125	36	96	20	32	41				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	90	2902	23	50	2898	124	125	36	96	20	32	41				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	90	2902	23	50	2898	124	125	36	96	20	32	41				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	90	2902	23	50	2898	124	125	36	96	20	32	41				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.05	0.91	0.91	0.05	0.90	0.90	0.77	0.77	0.77	0.80	0.80	0.85				
Lanes:	1.00	2.98	0.02	1.00	2.88	0.12	0.49	0.14	0.37	0.38	0.62	1.00				
Final Sat.:	99	5141	41	99	4944	212	711	205	546	587	939	1615				
Capacity Analysis Module:																
Vol/Sat:	0.91	0.56	0.56	0.51	0.59	0.59	0.18	0.18	0.18	0.03	0.03	0.03				
Crit Moves:	****							****								
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.15	0.15	0.15	0.15	0.15				
Volume/Cap:	1.18	0.73	0.73	0.66	0.76	0.76	1.18	1.18	1.18	0.23	0.23	0.17				
Delay/Veh:	171.5	6.7	6.7	24.2	7.2	7.2	161.2	161	161.2	38.0	38.0	37.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	171.5	6.7	6.7	24.2	7.2	7.2	161.2	161	161.2	38.0	38.0	37.5				
LOS by Move:	F	A	A	C	A	A	F	F	F	D	D	D				
HCM2kAvgQ:	7	18	18	2	20	20	16	16	16	2	2	1				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	9.9
Optimal Cycle:	69	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Added Vol:	0	1358	0		10	1449	10		9	0	0		0	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	2990	18		40	2804	67		60	53	32		28	36	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	2990	18		40	2804	67		60	53	32		28	36	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	2990	18		40	2804	67		60	53	32		28	36	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	2990	18		40	2804	67		60	53	32		28	36	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.52	0.94	0.94		0.66	0.90	0.90	
Lanes:	1.00	2.98	0.02		1.00	2.93	0.07		1.00	0.62	0.38		1.00	0.32	0.68	
Final Sat.:	1805	5151	31		1805	5051	121		992	1118	675		1248	554	1154	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.58	0.58		0.02	0.56	0.56		0.06	0.05	0.05		0.02	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.01	0.77	0.77		0.03	0.78	0.78		0.09	0.09	0.09		0.09	0.09	0.09	
Volume/Cap:	0.71	0.76	0.76		0.76	0.71	0.71		0.71	0.55	0.55		0.26	0.76	0.76	
Delay/Veh:	126.4	7.5	7.5		94.9	5.9	5.9		68.2	48.2	48.2		44.1	65.0	65.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	126.4	7.5	7.5		94.9	5.9	5.9		68.2	48.2	48.2		44.1	65.0	65.0	
LOS by Move:	F	A	A		F	A	A		E	D	D		D	E	E	
HCM2kAvgQ:	1	20	20		3	17	17		3	3	3		1	5	5	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	12	Average Delay (sec/veh):	4.8
Optimal Cycle:	59	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1
Volume Module:																
Base Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Added Vol:	0	1351	0		0	1440	10		9	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	3011	12		20	2869	23		16	1	17		10	4	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	3011	12		20	2869	23		16	1	17		10	4	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	3011	12		20	2869	23		16	1	17		10	4	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	3011	12		20	2869	23		16	1	17		10	4	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.93	0.93	0.93		1.00	0.87	0.87	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.03	0.50		1.00	0.16	0.84	
Final Sat.:	1805	5161	21		1805	5141	41		834	52	886		1900	266	1395	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.58	0.58		0.01	0.56	0.56		0.02	0.02	0.02		0.01	0.02	0.02	
Crit Moves:		****			****					****						
Green/Cycle:	0.01	0.84	0.84		0.02	0.84	0.84		0.03	0.03	0.03		0.03	0.03	0.03	
Volume/Cap:	0.66	0.70	0.70		0.70	0.66	0.66		0.70	0.70	0.70		0.14	0.55	0.55	
Delay/Veh:	111.0	3.7	3.7		104.1	3.2	3.2		84.2	84.2	84.2		48.4	61.2	61.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	111.0	3.7	3.7		104.1	3.2	3.2		84.2	84.2	84.2		48.4	61.2	61.2	
LOS by Move:	F	A	A		F	A	A		F	F	F		D	E	E	
HCM2kAvgQ:	1	14	14		2	12	12		2	2	2		0	2	2	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.082
Loss Time (sec):	16	Average Delay (sec/veh):	66.7
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	1028	385		295	1099	46		52	8	0		447	8	297	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	2180	609		605	2087	145		130	310	70		727	361	664	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	2180	609		605	2087	145		130	310	70		727	361	664	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	2180	609		605	2087	145		130	310	70		727	361	664	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	2180	609		605	2087	145		130	310	70		727	361	664	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.81	0.19		1.00	1.63	0.37		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4802	334		1805	2863	646		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.42	0.38		0.17	0.43	0.43		0.07	0.11	0.11		0.21	0.10	0.41	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.03	0.39	0.39		0.16	0.52	0.52		0.07	0.10	0.10		0.19	0.22	0.38	
Volume/Cap:	0.84	1.08	0.97		1.08	0.84	0.84		1.06	1.08	1.08		1.08	0.45	1.07	
Delay/Veh:	116.1	76.9	58.7		104.2	23.0	23.0		146.0	117	116.7		99.4	33.8	87.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	116.1	76.9	58.7		104.2	23.0	23.0		146.0	117	116.7		99.4	33.8	87.5	
LOS by Move:	F	E	E		F	C	C		F	F	F		F	C	F	
HCM2kAvgQ:	3	37	24		17	24	24		8	12	12		19	5	31	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	1	1	1	1	0	1	1	2	0	3	0	1	
Volume Module:																
Base Vol:	3	0	17		47	7	7		10	641	4		19	564	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	0	17		47	7	7		10	641	4		19	564	34	
Added Vol:	161	0	143		0	0	29		34	721	182		161	692	0	
HUGHES:	0	0	0		0	0	0		0	-75	0		0	-78	0	
Initial Fut:	164	0	160		47	7	36		44	1287	186		180	1178	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	164	0	160		47	7	36		44	1287	186		180	1178	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	0	160		47	7	36		44	1287	186		180	1178	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	164	0	160		47	7	36		44	1287	186		180	1178	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	2.00		2.00	0.33	1.67		2.00	3.00	1.00		2.00	2.92	0.08	
Final Sat.:	3200	0	3200		3200	521	2679		3200	4800	1600		3200	4665	135	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.05		0.01	0.01	0.01		0.01	0.27	0.12		0.06	0.25	0.25	
Crit Moves:	****				****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	4	123	0	36	47	639	3	0	592	71				
Added Vol:	26	31	199	70	35	21	19	817	28	223	806	82				
HUGHES:	0	0	75	0	0	0	0	-75	0	78	-78	0				
Initial Fut:	26	31	278	193	35	57	66	1381	31	301	1320	153				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	26	31	278	193	35	57	66	1381	31	301	1320	153				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	26	31	278	193	35	57	66	1381	31	301	1320	153				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	26	31	278	193	35	57	66	1381	31	301	1320	153				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.20	1.80	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.69	0.31				
Final Sat.:	3200	321	2879	3200	1600	1600	3200	4800	1600	3200	4301	499				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.10	0.06	0.02	0.04	0.02	0.29	0.02	0.09	0.31	0.31				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	102	50	154	119	28	26	675	88	39	565	149				
Added Vol:	7	0	26	120	0	44	72	1008	6	24	1060	144				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	102	76	274	119	72	98	1683	94	63	1625	293				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	71	102	76	274	119	72	98	1683	94	63	1625	293				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	71	102	76	274	119	72	98	1683	94	63	1625	293				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	71	102	76	274	119	72	98	1683	94	63	1625	293				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.72	1.28	2.00	2.00	1.00	1.00	2.84	0.16	2.00	3.00	1.00				
Final Sat.:	3200	2751	2049	3200	3200	1600	1600	4546	254	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04	0.09	0.04	0.05	0.06	0.37	0.37	0.02	0.34	0.18				
Crit Moves:		****		****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0 1		1	0 1	1 1		1	0 3	1 0		2	0 2	1 0	
Volume Module:																
Base Vol:	151	394	206		68	315	71		100	689	97		327	529	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	151	394	206		68	315	71		100	689	97		327	529	50	
Added Vol:	54	0	0		0	0	60		56	1053	45		0	1113	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	205	394	206		68	315	131		156	1742	142		327	1642	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	205	394	206		68	315	131		156	1742	142		327	1642	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	205	394	206		68	315	131		156	1742	142		327	1642	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	205	394	206		68	315	131		156	1742	142		327	1642	50	
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.70	0.30		2.00	2.91	0.09	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	5918	482		3200	4658	142	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.13		0.04	0.10	0.08		0.10	0.29	0.29		0.10	0.35	0.35	
OvlAdjV/S:			0.03													
Crit Moves:	****					****			****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1!	0 0		0	0 1!	0 0		1	0 4	0 1		1	0 2	1 0	
Volume Module:																
Base Vol:	11	0	51		93	1	40		55	912	14		45	844	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	0	51		93	1	40		55	912	14		45	844	98	
Added Vol:	0	0	0		23	0	13		7	1046	0		0	1101	29	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	0	51		116	1	53		62	1958	14		45	1945	127	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	0	51		116	1	53		62	1958	14		45	1945	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	0	51		116	1	53		62	1958	14		45	1945	127	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	0	51		116	1	53		62	1958	14		45	1945	127	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.18	0.00	0.82		0.68	0.01	0.31		1.00	4.00	1.00		1.00	2.82	0.18	
Final Sat.:	284	0	1316		1092	9	499		1600	6400	1600		1600	4506	294	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04		0.07	0.11	0.11		0.04	0.31	0.01		0.03	0.43	0.43	
Crit Moves:	****					****			****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 Average Delay (sec/veh): 9.6
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	131	0	160	0	0	0	0	712	349	0	845	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	131	0	160	0	0	0	0	712	349	0	845	0				
Added Vol:	0	0	0	0	0	0	0	788	281	0	1129	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	131	0	160	0	0	0	0	1500	630	0	1974	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	131	0	160	0	0	0	0	1500	630	0	1974	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	131	0	160	0	0	0	0	1500	630	0	1974	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	131	0	160	0	0	0	0	1500	630	0	1974	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.82	1.18	0.00	3.00	0.00				
Final Sat.:	2201	0	1210	0	0	0	0	4656	1956	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.38	0.00				
Crit Moves:			****								****					
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.68	0.00				
Volume/Cap:	0.25	0.00	0.56	0.00	0.00	0.00	0.00	0.47	0.47	0.00	0.56	0.00				
Delay/Veh:	31.0	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	0.0	8.3	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.0	0.0	34.9	0.0	0.0	0.0	0.0	7.5	7.5	0.0	8.3	0.0				
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	3	0	7	0	0	0	0	8	8	0	12	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1 1	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	158	84	109	136	0	0	0	0	529	0	85				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	158	84	109	136	0	0	0	0	529	0	85				
Added Vol:	0	0	273	0	0	0	0	0	0	783	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	158	357	109	136	0	0	0	0	1312	0	85				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	158	357	109	136	0	0	0	0	1312	0	85				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	158	357	109	136	0	0	0	0	1312	0	85				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	158	357	109	136	0	0	0	0	1312	0	85				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.85	0.85	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.95				
Lanes:	0.00	1.00	2.00	1.00	3.00	0.00	0.00	0.00	0.00	1.89	0.00	0.11				
Final Sat.:	0	1617	3235	1805	5187	0	0	0	0	3390	0	206				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.11	0.06	0.03	0.00	0.00	0.00	0.00	0.39	0.00	0.41				
Crit Moves:			****	****								****				
Green/Cycle:	0.00	0.17	0.17	0.09	0.09	0.00	0.00	0.00	0.00	0.62	0.00	0.62				
Volume/Cap:	0.00	0.59	0.66	0.66	0.29	0.00	0.00	0.00	0.00	0.62	0.00	0.66				
Delay/Veh:	0.0	39.5	41.2	53.6	42.7	0.0	0.0	0.0	0.0	12.2	0.0	12.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	39.5	41.2	53.6	42.7	0.0	0.0	0.0	0.0	12.2	0.0	12.9				
LOS by Move:	A	D	D	D	D	A	A	A	A	B	A	B				
HCM2kAvgQ:	0	6	7	5	2	0	0	0	0	14	0	15				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	2	0	0	0 2	1	0	3	0 0	0	0	2	1 0
Volume Module:																
Base Vol:	0	0	0	386	0	258	46	843	0	0	597	199				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	386	0	258	46	843	0	0	597	199				
Added Vol:	0	0	0	592	0	191	0	788	0	0	938	273				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	978	0	449	46	1631	0	0	1535	472				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	978	0	449	46	1631	0	0	1535	472				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	978	0	449	46	1631	0	0	1535	472				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	978	0	449	46	1631	0	0	1535	472				
OvlAdjVol:						357										
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	1.00	3.00	0.00	0.00	2.29	0.71				
Final Sat.:	0	0	0	3200	0	3200	1600	4800	0	0	3671	1129				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.14	0.03	0.34	0.00	0.00	0.42	0.42				
OvlAdjV/S:						0.11										
Crit Moves:				****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 Average Delay (sec/veh): 19.7
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	2	1 0
Volume Module:																
Base Vol:	313	0	145	0	0	0	0	0	972	262	0	810	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	313	0	145	0	0	0	0	972	262	0	810	0				
Added Vol:	314	0	300	0	0	0	0	1212	168	0	897	541				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	627	0	445	0	0	0	0	2184	430	0	1707	541				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	627	0	445	0	0	0	0	2184	430	0	1707	541				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	627	0	445	0	0	0	0	2184	430	0	1707	541				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	627	0	445	0	0	0	0	2184	430	0	1707	541				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.88	0.88				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.28	0.72				
Final Sat.:	3502	0	1615	0	0	0	0	5057	1686	0	3797	1203				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.28	0.00	0.00	0.00	0.00	0.43	0.26	0.00	0.45	0.45				
Crit Moves:			****								****					
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57				
Volume/Cap:	0.51	0.00	0.79	0.00	0.00	0.00	0.00	0.76	0.45	0.00	0.79	0.79				
Delay/Veh:	26.1	0.0	36.5	0.0	0.0	0.0	0.0	17.2	12.4	0.0	18.3	18.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.1	0.0	36.5	0.0	0.0	0.0	0.0	17.2	12.4	0.0	18.3	18.3				
LOS by Move:	C	A	D	A	A	A	A	B	B	A	B	B				
HCM2kAvgQ:	8	0	14	0	0	0	0	20	8	0	21	21				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR NP SAT
Command:	LR NP SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	42.00	35.00	42	35	77	0.3
	Zone 7 Subtotal					42	35	77	0.3
8	C-8	1.00	C-8	189.00	194.00	189	194	383	1.3
	Zone 8 Subtotal					189	194	383	1.3
16	C-16	1.00	C-16	125.00	70.00	125	70	195	0.6
	Zone 16 Subtotal					125	70	195	0.6
58	C-58	1.00	C-58	42.00	42.00	42	42	84	0.3
	Zone 58 Subtotal					42	42	84	0.3
68	C-68	1.00	C-68	54.00	44.00	54	44	98	0.3
	Zone 68 Subtotal					54	44	98	0.3
74	C-74	1.00	C-74	9.00	7.00	9	7	16	0.1
	Zone 74 Subtotal					9	7	16	0.1
75	C-75	1.00	C-75	74.00	54.00	74	54	128	0.4
	Zone 75 Subtotal					74	54	128	0.4
81	C-81	1.00	C-81	205.00	188.00	205	188	393	1.3
	Zone 81 Subtotal					205	188	393	1.3
84	C-84	1.00	C-84	80.00	81.00	80	81	161	0.5
	Zone 84 Subtotal					80	81	161	0.5
85	C-85	1.00	C-85	65.00	63.00	65	63	128	0.4
	Zone 85 Subtotal					65	63	128	0.4
87	C-87	1.00	C-87	25.00	30.00	25	30	55	0.2
	Zone 87 Subtotal					25	30	55	0.2
88	C-88	1.00	C-88	24.00	22.00	24	22	46	0.2
	Zone 88 Subtotal					24	22	46	0.2
91	C-91	1.00	C-91	105.00	1269.00	105	1269	1374	4.
	Zone 91 Subtotal					105	1269	1374	4.5
100	TAZ 1	1.00	TAZ 1	910.00	764.00	910	764	1674	5.5
	Zone 100 Subtotal					910	764	1674	5.5
131	C-13 RETAIL	1.00	C-13 RETAIL	277.00	255.00	277	255	532	1.8

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					277	255	532	1.8
132	C-13 NON-RET	1.00	C-13 NON-RETAI	421.00	366.00	421	366	787	2.6
	Zone 132 Subtotal					421	366	787	2.6
200	TAZ 2	1.00	TAZ 2	1837.00	1734.00	1837	1734	3571	11
	Zone 200 Subtotal					1837	1734	3571	11.7
300	TAZ 3	1.00	TAZ 3	28.00	28.00	28	28	56	0.2
	Zone 300 Subtotal					28	28	56	0.2
400	TAZ 4	1.00	TAZ 4	120.00	110.00	120	110	230	0.8
	Zone 400 Subtotal					120	110	230	0.8
500	TAZ 5	1.00	TAZ 5	4.00	6.00	4	6	10	0.0
	Zone 500 Subtotal					4	6	10	0.0
600	TAZ 6	1.00	TAZ 6	654.00	596.00	654	596	1250	4.1
	Zone 600 Subtotal					654	596	1250	4.1
700	TAZ 7	1.00	TAZ 7	8231.00	7544.00	8231	7544	15775	51
	Zone 700 Subtotal					8231	7544	15775	51.9
800	TAZ 8	1.00	TAZ 8	125.00	112.00	125	112	237	0.8
	Zone 800 Subtotal					125	112	237	0.8
900	TAZ 9	1.00	TAZ 9	123.00	109.00	123	109	232	0.8
	Zone 900 Subtotal					123	109	232	0.8
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.1
	Zone 1000 Subtotal					8	8	16	0.1
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	0.4
	Zone 1100 Subtotal					59	66	125	0.4
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	0.7
	Zone 1200 Subtotal					114	97	211	0.7
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.0
	Zone 1300 Subtotal					4	4	8	0.0
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	1.2
	Zone 1400 Subtotal					180	189	369	1.2
1500	TAZ 15	1.00	TAZ 15	52.00	42.00	52	42	94	0.3
	Zone 1500 Subtotal					52	42	94	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	941.00	866.00	941	866	1807	5.9
	Zone 1600 Subtotal					941	866	1807	5.9
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	0.9
	Zone 1700 Subtotal					153	120	273	0.9
TOTAL						15280	15115	30395	100.0

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.346
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	48	576	168		732	650	1		1	37	50		170	28	684	
HUGHES:	0	0	-75		0	0	0		0	0	0		-78	0	0	
Initial Fut:	301	2172	312		912	2290	81		71	285	253		311	228	845	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	301	2172	312		912	2290	81		71	285	253		311	228	845	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	2172	312		912	2290	81		71	285	253		311	228	845	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	301	2172	312		912	2290	81		71	285	253		311	228	845	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.50	0.50		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5596	804		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.39	0.39		0.28	0.36	0.05		0.04	0.09	0.16		0.10	0.07	0.53	
Crit Moves:		****			****				****						****	

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 4	0	1	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Added Vol:	67	735	556		97	823	12		18	0	75		540	0	108	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	302	2139	879		602	2337	207		288	446	242		962	375	701	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	302	2139	879		602	2337	207		288	446	242		962	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	302	2139	879		602	2337	207		288	446	242		962	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	302	2139	879		602	2337	207		288	446	242		962	375	0	
OvlAdjVol:			398													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.33	0.55		0.19	0.49	0.13		0.09	0.09	0.15		0.30	0.12	0.00	
OvlAdjV/S:			0.25													
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.089
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	0	2	0	1
Volume Module:																	
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	1028	385		295	1099	46		52	8	0		447	8	297	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	2180	609		605	2087	145		130	310	70		727	361	664	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	2180	609		605	2087	145		130	310	70		727	361	664	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	2180	609		605	2087	145		130	310	70		727	361	664	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	2180	609		605	2087	145		130	310	70		727	361	664	
OvlAdjVol:															362	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.81	0.19		1.00	1.63	0.37		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4488	312		1600	2611	589		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.45	0.38		0.19	0.47	0.46		0.08	0.12	0.12		0.23	0.11	0.42	
OvlAdjV/S:															0.23	
Crit Moves:		****			****					****			****			

Forecast Long-Range With Project Conditions

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR+P PM
Command:	LR+P PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	0.9
	Zone 1 Subtotal					129	118	247	0.9
TOTAL						129	118	247	0.9

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	44.00	220.00	44	220	264	1.0
	Zone 7 Subtotal					44	220	264	1.0
8	C-8	1.00	C-8	124.00	131.00	124	131	255	0.9
	Zone 8 Subtotal					124	131	255	0.9
16	C-16	1.00	C-16	125.00	108.00	125	108	233	0.9
	Zone 16 Subtotal					125	108	233	0.9
58	C-58	1.00	C-58	24.00	24.00	24	24	48	0.2
	Zone 58 Subtotal					24	24	48	0.2
68	C-68	1.00	C-68	42.00	39.00	42	39	81	0.3
	Zone 68 Subtotal					42	39	81	0.3
74	C-74	1.00	C-74	9.00	46.00	9	46	55	0.2
	Zone 74 Subtotal					9	46	55	0.2
75	C-75	1.00	C-75	30.00	53.00	30	53	83	0.3
	Zone 75 Subtotal					30	53	83	0.3
81	C-81	1.00	C-81	130.00	140.00	130	140	270	1.0
	Zone 81 Subtotal					130	140	270	1.0
84	C-84	1.00	C-84	61.00	54.00	61	54	115	0.4
	Zone 84 Subtotal					61	54	115	0.4
85	C-85	1.00	C-85	41.00	83.00	41	83	124	0.5
	Zone 85 Subtotal					41	83	124	0.5
87	C-87	1.00	C-87	23.00	30.00	23	30	53	0.2
	Zone 87 Subtotal					23	30	53	0.2
88	C-88	1.00	C-88	15.00	17.00	15	17	32	0.1
	Zone 88 Subtotal					15	17	32	0.1
91	C-91	1.00	C-91	1298.00	-1337.00	1298	-1337	-39	-
	Zone 91 Subtotal					1298	-1337	-39	-0.1
100	TAZ 1	1.00	TAZ 1	578.00	1005.00	578	1005	1583	5.
	Zone 100 Subtotal					578	1005	1583	5.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	187.00	173	187	360	1.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					173	187	360	1.3
132	C-13 NON-RET	1.00	C-13 NON-RETAI	458.00	2302.00	458	2302	2760	10.
	Zone 132 Subtotal					458	2302	2760	10.1
200	TAZ 2	1.00	TAZ 2	1147.00	1380.00	1147	1380	2527	9
	Zone 200 Subtotal					1147	1380	2527	9.2
300	TAZ 3	1.00	TAZ 3	17.00	34.00	17	34	51	0.2
	Zone 300 Subtotal					17	34	51	0.2
400	TAZ 4	1.00	TAZ 4	157.00	89.00	157	89	246	0.9
	Zone 400 Subtotal					157	89	246	0.9
500	TAZ 5	1.00	TAZ 5	7.00	11.00	7	11	18	0.1
	Zone 500 Subtotal					7	11	18	0.1
600	TAZ 6	1.00	TAZ 6	564.00	467.00	564	467	1031	3.8
	Zone 600 Subtotal					564	467	1031	3.8
700	TAZ 7	1.00	TAZ 7	6145.00	5781.00	6145	5781	11926	43
	Zone 700 Subtotal					6145	5781	11926	43.5
800	TAZ 8	1.00	TAZ 8	148.00	86.00	148	86	234	0.9
	Zone 800 Subtotal					148	86	234	0.9
900	TAZ 9	1.00	TAZ 9	144.00	87.00	144	87	231	0.8
	Zone 900 Subtotal					144	87	231	0.8
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	0.2
	Zone 1000 Subtotal					9	38	47	0.2
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	0.7
	Zone 1100 Subtotal					50	130	180	0.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	1.7
	Zone 1200 Subtotal					109	367	476	1.7
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	0.1
	Zone 1300 Subtotal					5	24	29	0.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	3.4
	Zone 1400 Subtotal					245	673	918	3.4
1500	TAZ 15	1.00	TAZ 15	41.00	41.00	41	41	82	0.3
	Zone 1500 Subtotal					41	41	82	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	758.00	1785.00	758	1785	2543	9.
	Zone 1600 Subtotal					758	1785	2543	9.3
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	1.2
	Zone 1700 Subtotal					126	211	337	1.2
TOTAL						12847	14306	27153	99.1

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.784
Loss Time (sec): 16 Average Delay (sec/veh): 274.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	48	614	234		735	534	1		6	48	39		329	30	1078	
HUGHES:	0	0	-85		0	0	0		0	0	0		-139	0	0	
Initial Fut:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.38	0.62		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5716	1041		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.37	0.37		0.26	0.41	0.05		0.08	0.17	0.25		0.17	0.11	0.79	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.07	0.21	0.21		0.14	0.28	0.28		0.05	0.29	0.29		0.20	0.44	0.44	
Volume/Cap:	1.46	1.78	1.78		1.78	1.46	0.19		1.78	0.59	0.86		0.86	0.25	1.78	
Delay/Veh:	271.9	395	395.5		403.6	244	27.7		444.0	31.4	48.8		49.4	17.6	386.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	271.9	395	395.5		403.6	244	27.7		444.0	31.4	48.8		49.4	17.6	386.5	
LOS by Move:	F	F	F		F	F	C		F	C	D		D	B	F	
HCM2kAvgQ:	15	59	59		41	54	2		14	9	15		12	4	108	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	16	Average Delay (sec/veh):	24.4
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 1	0	0	1!	0 0	2	1	0	0 1
Volume Module:																
Base Vol:	1	1778	18	184	2766	12	90	0	72	181	0	140				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	1778	18	184	2766	12	90	0	72	181	0	140				
Added Vol:	0	907	63	0	840	0	0	0	0	310	0	6				
HUGHES:	0	-85	85	0	-139	0	0	0	0	139	0	0				
Initial Fut:	1	2600	166	184	3467	12	90	0	72	630	0	146				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	2600	0	184	3467	12	90	0	72	630	0	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	2600	0	184	3467	12	90	0	72	630	0	146				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	2600	0	184	3467	12	90	0	72	630	0	146				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	0.92	0.91	0.85	0.91	1.00	0.91	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	0.56	0.00	0.44	3.00	0.00	1.00				
Final Sat.:	1805	6916	1900	3502	6916	1615	965	0	772	5264	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.00	0.05	0.50	0.01	0.09	0.00	0.09	0.12	0.00	0.09				
Crit Moves:	****				****		****			****						
Green/Cycle:	0.00	0.52	0.00	0.07	0.59	0.59	0.11	0.00	0.11	0.14	0.00	0.21				
Volume/Cap:	0.85	0.73	0.00	0.73	0.85	0.01	0.85	0.00	0.85	0.85	0.00	0.42				
Delay/Veh:	685.5	19.4	0.0	55.5	18.8	8.5	72.5	0.0	72.5	51.2	0.0	34.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	685.5	19.4	0.0	55.5	18.8	8.5	72.5	0.0	72.5	51.2	0.0	34.9				
LOS by Move:	F	B	A	E	B	A	E	A	E	D	A	C				
HCM2kAvgQ:	0	18	0	4	26	0	7	0	7	9	0	4				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	12	Average Delay (sec/veh):	12.6
Optimal Cycle:	81	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0 1	2	0	4	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1729	400	84	2919	0	0	0	0	459	0	98				
Added Vol:	0	970	0	0	1150	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	2699	400	84	4069	0	0	0	0	459	0	98				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2699	400	84	4069	0	0	0	0	459	0	98				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2699	400	84	4069	0	0	0	0	459	0	98				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2699	400	84	4069	0	0	0	0	459	0	98				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1900	6916	1615	3502	6916	0	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.25	0.02	0.59	0.00	0.00	0.00	0.00	0.13	0.00	0.06				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.68	0.84	0.04	0.72	0.00	0.00	0.00	0.00	0.16	0.00	0.20				
Volume/Cap:	0.00	0.58	0.30	0.58	0.82	0.00	0.00	0.00	0.00	0.82	0.00	0.30				
Delay/Veh:	0.0	8.7	1.9	52.6	10.7	0.0	0.0	0.0	0.0	49.7	0.0	34.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	8.7	1.9	52.6	10.7	0.0	0.0	0.0	0.0	49.7	0.0	34.4				
LOS by Move:	A	A	A	D	B	A	A	A	A	D	A	C				
HCM2kAvgQ:	0	12	3	2	25	0	0	0	0	9	0	3				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.355
Loss Time (sec):	16	Average Delay (sec/veh):	115.8
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Added Vol:	76	860	482		183	953	15		16	0	49		402	0	94	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	369	2140	707		716	3346	518		288	459	216		888	606	630	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	369	2140	707		716	3346	518		288	459	216		888	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	2140	707		716	3346	518		288	459	216		888	606	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	369	2140	707		716	3346	518		288	459	216		888	606	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187	1615		3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.31	0.44		0.20	0.65	0.32		0.08	0.09	0.13		0.25	0.17	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.08	0.33	0.52		0.22	0.48	0.48		0.09	0.10	0.10		0.19	0.19	0.00	
Volume/Cap:	1.35	0.93	0.84		0.93	1.35	0.67		0.87	0.90	1.35		1.35	0.87	0.00	
Delay/Veh:	227.8	39.4	28.0		55.5	188	22.6		66.7	62.8	239.9		210.0	51.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	227.8	39.4	28.0		55.5	188	22.6		66.7	62.8	239.9		210.0	51.2	0.0	
LOS by Move:	F	D	C		E	F	C		E	E	F		F	D	A	
HCM2kAvgQ:	14	22	21		15	78	13		7	8	16		31	13	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec):	100	Critical Vol./Cap.(X):	1.035
Loss Time (sec):	16	Average Delay (sec/veh):	39.4
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	
Volume Module:																
Base Vol:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1513	64		196	2477	0		178	74	28		84	0	191	
Added Vol:	0	1398	0		0	1390	0		20	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2911	64		196	3867	0		198	74	28		84	0	191	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2911	64		196	3867	0		198	74	28		84	0	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2911	64		196	3867	0		198	74	28		84	0	191	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2911	64		196	3867	0		198	74	28		84	0	191	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.96	0.96		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.73	0.27		1.31	0.00	1.69	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1322	500		2189	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.56	0.04		0.11	0.75	0.00		0.06	0.06	0.06		0.04	0.00	0.07	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.00	0.60	0.60		0.12	0.72	0.00		0.05	0.05	0.05		0.06	0.00	0.06	
Volume/Cap:	0.00	0.93	0.07		0.93	1.03	0.00		1.03	1.02	1.02		0.59	0.00	1.03	
Delay/Veh:	0.0	23.6	8.2		86.4	38.7	0.0		121.8	144	144.3		47.5	0.0	111.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.6	8.2		86.4	38.7	0.0		121.8	144	144.3		47.5	0.0	111.3	
LOS by Move:	A	C	A		F	D	A		F	F	F		D	A	F	
HCM2kAvgQ:	0	34	1		10	56	0		7	7	7		3	0	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 16 Average Delay (sec/veh): 39.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	16	1532	114		55	2548		15	10	11	30	160	5	117		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	16	1532	114		55	2548		15	10	11	30	160	5	117		
Added Vol:	0	1342	72		52	1338		0	0	7	0	77	7	56		
PasserByVol:	0	0	0		0	0		0	0	0	0	0	0	0		
Initial Fut:	16	2874	186		107	3886		15	10	18	30	237	12	173		
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	16	2874	186		107	3886		15	10	18	30	237	12	173		
Reduct Vol:	0	0	0		0	0		0	0	0	0	0	0	0		
Reduced Vol:	16	2874	186		107	3886		15	10	18	30	237	12	173		
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	16	2874	186		107	3886		15	10	18	30	237	12	173		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.90	0.90		0.95	0.91		0.91	0.95	0.91	0.91	0.96	0.96	0.85		
Lanes:	1.00	3.76	0.24		1.00	2.99		0.01	1.00	0.37	0.63	1.90	0.10	1.00		
Final Sat.:	1805	6437	417		1805	5162		20	1805	646	1076	3454	175	1615		
Capacity Analysis Module:																
Vol/Sat:	0.01	0.45	0.45		0.06	0.75		0.75	0.01	0.03	0.03	0.07	0.07	0.11		
Crit Moves:	****					****				****				****		
Green/Cycle:	0.01	0.63	0.63		0.08	0.71		0.71	0.03	0.03	0.03	0.10	0.10	0.10		
Volume/Cap:	1.07	0.71	0.71		0.71	1.07		1.07	0.21	1.07	1.07	0.68	0.68	1.07		
Delay/Veh:	305.4	12.9	12.9		59.1	51.5		51.5	49.9	203	203.4	48.7	48.7	134.8		
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	305.4	12.9	12.9		59.1	51.5		51.5	49.9	203	203.4	48.7	48.7	134.8		
LOS by Move:	F	B	B		E	D		D	D	F	F	D	D	F		
HCM2kAvgQ:	2	18	18		5	60		60	1	4	4	5	5	10		

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 16 Average Delay (sec/veh): 107.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	154	1507	135		313	2282		136	115	392	36	239	334	140		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	154	1507	135		313	2282		136	115	392	36	239	334	140		
Added Vol:	13	1387	69		16	1389		9	10	0	8	43	0	16		
PasserByVol:	0	0	0		0	0		0	0	0	0	0	0	0		
Initial Fut:	167	2894	204		329	3671		145	125	392	44	282	334	156		
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	167	2894	204		329	3671		145	125	392	44	282	334	156		
Reduct Vol:	0	0	0		0	0		0	0	0	0	0	0	0		
Reduced Vol:	167	2894	204		329	3671		145	125	392	44	282	334	156		
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	167	2894	204		329	3671		145	125	392	44	282	334	156		
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.90	0.90		0.92	0.91		0.85	0.95	0.94	0.94	0.92	1.00	0.85		
Lanes:	1.00	2.80	0.20		2.00	3.00		1.00	1.00	1.80	0.20	2.00	1.00	1.00		
Final Sat.:	1805	4797	338		3502	5187		1615	1805	3197	359	3502	1900	1615		
Capacity Analysis Module:																
Vol/Sat:	0.09	0.60	0.60		0.09	0.71		0.09	0.07	0.12	0.12	0.08	0.18	0.10		
Crit Moves:	****					****			****				****			
Green/Cycle:	0.07	0.56	0.56		0.09	0.57		0.57	0.06	0.12	0.12	0.08	0.14	0.23		
Volume/Cap:	1.24	1.08	1.08		1.08	1.24		0.16	1.24	1.03	1.03	1.03	1.24	0.42		
Delay/Veh:	203.9	66.9	66.9		121.7	135		10.3	216.5	96.2	96.2	109.0	180	33.8		
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	203.9	66.9	66.9		121.7	135		10.3	216.5	96.2	96.2	109.0	180	33.8		
LOS by Move:	F	E	E		F	F		B	F	F	F	F	F	C		
HCM2kAvgQ:	12	50	50		10	75		2	9	12	12	9	21	4		

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 8.7
Optimal Cycle: 113 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																
Base Vol:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1663	40		3	2418	0		1	2	8		65	0	9	
Added Vol:	0	1469	0		0	1440	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	3132	40		3	3858	0		1	2	8		65	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	3132	40		3	3858	0		1	2	8		65	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	3132	40		3	3858	0		1	2	8		65	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	3132	40		3	3858	0		1	2	8		65	0	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.88	0.88	0.88		0.72	1.00	0.72	
Lanes:	0.00	2.96	0.04		1.00	3.00	0.00		0.09	0.18	0.73		0.88	0.00	0.12	
Final Sat.:	0	5111	65		1805	5187	0		151	303	1210		1202	0	166	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.61	0.61		0.00	0.74	0.00		0.01	0.01	0.01		0.05	0.00	0.05	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.82	0.82		0.82	0.82	0.00		0.06	0.06	0.06		0.06	0.00	0.06	
Volume/Cap:	0.00	0.75	0.75		0.04	0.91	0.00		0.11	0.11	0.11		0.91	0.00	0.91	
Delay/Veh:	0.0	5.0	5.0		1.8	9.5	0.0		45.0	45.0	45.0		115.7	0.0	115.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.0	5.0		1.8	9.5	0.0		45.0	45.0	45.0		115.7	0.0	115.7	
LOS by Move:	A	A	A		A	A	A		D	D	D		F	A	F	
HCM2kAvgQ:	0	18	18		0	35	0		0	0	0		5	0	5	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.369
Loss Time (sec): 16 Average Delay (sec/veh): 142.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	1215	168		136	2100	111		204	579	137		244	541	157	
Added Vol:	40	1376	97		53	1349	42		48	43	52		43	32	47	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	217	2591	265		189	3449	153		252	622	189		287	573	204	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	217	2591	265		189	3449	153		252	622	189		287	573	204	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	217	2591	265		189	3449	153		252	622	189		287	573	204	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	217	2591	265		189	3449	153		252	622	189		287	573	204	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.72	0.28		2.00	2.87	0.13		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4640	475		3502	4937	219		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.56	0.56		0.05	0.70	0.70		0.14	0.17	0.12		0.16	0.16	0.13	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.09	0.55	0.55		0.05	0.51	0.51		0.11	0.13	0.13		0.12	0.13	0.18	
Volume/Cap:	1.37	1.02	1.02		1.02	1.37	1.37		1.23	1.37	0.93		1.37	1.23	0.70	
Delay/Veh:	246.6	46.2	46.2		120.0	193	193.1		184.1	223	87.0		237.7	166	45.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	246.6	46.2	46.2		120.0	193	193.1		184.1	223	87.0		237.7	166	45.5	
LOS by Move:	F	D	D		F	F	F		F	F	F		F	F	D	
HCM2kAvgQ:	16	42	42		6	85	85		16	23	9		21	19	7	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 8 Average Delay (sec/veh): 18.2
Optimal Cycle: 167 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	1	0	0 1
Volume Module:																
Base Vol:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	4	1499	14	65	2384	15	42	38	20	29	20	27				
Added Vol:	50	1391	0	0	1369	62	66	13	52	0	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	2890	14	65	3753	77	108	51	72	29	32	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	54	2890	14	65	3753	77	108	51	72	29	32	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	2890	14	65	3753	77	108	51	72	29	32	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	54	2890	14	65	3753	77	108	51	72	29	32	27				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.05	0.91	0.91	0.05	0.91	0.91	0.78	0.78	0.78	0.76	0.76	0.85				
Lanes:	1.00	2.99	0.01	1.00	2.94	0.06	0.47	0.22	0.31	0.48	0.52	1.00				
Final Sat.:	101	5157	25	101	5067	104	691	326	461	682	753	1615				
Capacity Analysis Module:																
Vol/Sat:	0.54	0.56	0.56	0.65	0.74	0.74	0.16	0.16	0.16	0.04	0.04	0.02				
Crit Moves:					****			****								
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.16	0.16	0.16	0.16	0.16	0.16				
Volume/Cap:	0.71	0.74	0.74	0.85	0.97	0.97	0.97	0.97	0.97	0.27	0.27	0.10				
Delay/Veh:	32.1	7.3	7.3	63.6	20.5	20.5	93.0	93.0	93.0	37.4	37.4	36.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.1	7.3	7.3	63.6	20.5	20.5	93.0	93.0	93.0	37.4	37.4	36.0				
LOS by Move:	C	A	A	E	C	C	F	F	F	D	D	D				
HCM2kAvgQ:	2	19	19	3	47	47	11	11	11	2	2	1				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 133 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	0	1	0	0 1
Volume Module:																
Base Vol:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	1393	20	23	2261	33	97	96	67	28	67	50				
Added Vol:	0	1428	0	7	1408	7	6	0	0	0	0	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	2821	20	30	3669	40	103	96	67	28	67	56				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	2821	20	30	3669	40	103	96	67	28	67	56				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	2821	20	30	3669	40	103	96	67	28	67	56				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	2821	20	30	3669	40	103	96	67	28	67	56				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.52	0.94	0.94	0.36	0.93	0.93				
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	1.00	0.59	0.41	1.00	0.54	0.46				
Final Sat.:	1805	5145	36	1805	5121	56	988	1050	733	690	965	806				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55	0.02	0.72	0.72	0.10	0.09	0.09	0.04	0.07	0.07				
Crit Moves:	****				****		****									
Green/Cycle:	0.01	0.75	0.75	0.02	0.76	0.76	0.11	0.11	0.11	0.11	0.11	0.11				
Volume/Cap:	0.94	0.73	0.73	0.73	0.94	0.94	0.94	0.83	0.83	0.37	0.63	0.63				
Delay/Veh:	252.4	7.9	7.9	98.9	15.6	15.6	111.5	67.4	67.4	44.2	48.8	48.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	252.4	7.9	7.9	98.9	15.6	15.6	111.5	67.4	67.4	44.2	48.8	48.8				
LOS by Move:	F	A	A	F	B	B	F	E	E	D	D	D				
HCM2kAvgQ:	2	19	19	2	41	41	6	7	7	1	5	5				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 12 Average Delay (sec/veh): 10.3
Optimal Cycle: 108 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	21	1388	15	37	2369	14	16	17	22	34	19	49				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	21	1388	15	37	2369	14	16	17	22	34	19	49				
Added Vol:	0	1409	0	0	1426	7	6	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	2797	15	37	3795	21	22	17	22	34	19	49				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	21	2797	15	37	3795	21	22	17	22	34	19	49				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	21	2797	15	37	3795	21	22	17	22	34	19	49				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	21	2797	15	37	3795	21	22	17	22	34	19	49				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.81	0.81	0.81	0.91	0.89	0.89				
Lanes:	1.00	2.98	0.02	1.00	2.98	0.02	0.36	0.28	0.36	1.00	0.28	0.72				
Final Sat.:	1805	5154	28	1805	5153	29	552	427	552	1729	474	1221				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.54	0.54	0.02	0.74	0.74	0.04	0.04	0.04	0.02	0.04	0.04				
Crit Moves:	****				****						****					
Green/Cycle:	0.01	0.80	0.80	0.03	0.82	0.82	0.04	0.04	0.04	0.04	0.04	0.04				
Volume/Cap:	0.90	0.67	0.67	0.67	0.90	0.90	0.89	0.89	0.89	0.44	0.90	0.90				
Delay/Veh:	188.1	4.6	4.6	76.4	8.8	8.8	119.0	119	119.0	50.5	116	116.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	188.1	4.6	4.6	76.4	8.8	8.8	119.0	119	119.0	50.5	116	116.3				
LOS by Move:	F	A	A	E	A	A	F	F	F	D	F	F				
HCM2kAvgQ:	2	14	14	2	33	33	4	4	4	2	4	4				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 16 Average Delay (sec/veh): 87.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	74	1000	323	471	1827	88	95	392	77	264	393	369				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	74	1000	323	471	1827	88	95	392	77	264	393	369				
Added Vol:	0	1046	487	407	1052	74	39	6	0	289	5	233				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	74	2046	810	878	2879	162	134	398	77	553	398	602				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	74	2046	810	878	2879	162	134	398	77	553	398	602				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	2046	810	878	2879	162	134	398	77	553	398	602				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	74	2046	810	878	2879	162	134	398	77	553	398	602				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.95	0.85				
Lanes:	1.00	3.00	1.00	2.00	2.84	0.16	1.00	1.68	0.32	2.00	2.00	1.00				
Final Sat.:	1805	5187	1615	3502	4871	274	1805	2952	571	3502	3610	1615				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.39	0.50	0.25	0.59	0.59	0.07	0.13	0.13	0.16	0.11	0.37				
Crit Moves:			****	****				****		****						
Green/Cycle:	0.04	0.40	0.40	0.20	0.57	0.57	0.09	0.11	0.11	0.13	0.15	0.35				
Volume/Cap:	1.05	0.98	1.24	1.24	1.05	1.05	0.83	1.24	1.24	1.24	0.75	1.07				
Delay/Veh:	168.0	44.3	152.3	161.5	51.7	51.7	74.4	175	174.7	171.3	47.0	91.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	168.0	44.3	152.3	161.5	51.7	51.7	74.4	175	174.7	171.3	47.0	91.2				
LOS by Move:	F	D	F	F	D	D	E	F	F	F	D	F				
HCM2kAvgQ:	5	29	47	27	46	46	6	16	16	18	8	28				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	45	56	118	287	16	61	22	1009	5	27	787	93				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	45	56	118	287	16	61	22	1009	5	27	787	93				
Added Vol:	728	0	613	0	0	110	33	813	172	149	599	0				
HUGHES:	0	0	0	0	0	0	0	-85	0	0	-139	0				
Initial Fut:	773	56	731	287	16	171	55	1737	177	176	1247	93				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	773	56	731	287	16	171	55	1737	177	176	1247	93				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	773	56	731	287	16	171	55	1737	177	176	1247	93				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	773	56	731	287	16	171	55	1737	177	176	1247	93				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.99	0.14	1.87	2.00	0.17	1.83	2.00	3.00	1.00	2.00	2.79	0.21				
Final Sat.:	3177	229	2994	3200	274	2926	3200	4800	1600	3200	4467	333				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.24	0.09	0.06	0.06	0.02	0.36	0.11	0.06	0.28	0.28				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.322
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	6	41	111	481	24	80	55	1342	3	6	767	108				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	6	41	111	481	24	80	55	1342	3	6	767	108				
Added Vol:	19	124	756	268	32	24	115	1293	17	198	705	79				
HUGHES:	0	0	85	0	0	0	0	-85	0	139	-139	0				
Initial Fut:	25	165	952	749	56	104	170	2550	20	343	1333	187				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	25	165	952	749	56	104	170	2550	20	343	1333	187				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	25	165	952	749	56	104	170	2550	20	343	1333	187				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	25	165	952	749	56	104	170	2550	20	343	1333	187				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.30	1.70	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.63	0.37				
Final Sat.:	3200	473	2727	3200	1600	1600	3200	4800	1600	3200	4209	591				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.35	0.23	0.04	0.07	0.05	0.53	0.01	0.11	0.32	0.32				
Crit Moves:			****	****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.416
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	1	2	0	2	0	1	1	0	2	0	2	1
Volume Module:																
Base Vol:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	396	291		434	1146	60		24	1578	299		145	622	131	
Added Vol:	13	0	52		357	0	88		75	2237	5		20	881	173	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	153	396	343		791	1146	148		99	3815	304		165	1503	304	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	153	396	343		791	1146	148		99	3815	304		165	1503	304	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	396	343		791	1146	148		99	3815	304		165	1503	304	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	396	343		791	1146	148		99	3815	304		165	1503	304	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.61	1.39		2.00	2.00	1.00		1.00	2.78	0.22		2.00	3.00	1.00	
Final Sat.:	3200	2572	2228		3200	3200	1600		1600	4446	354		3200	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.15		0.25	0.36	0.09		0.06	0.86	0.86		0.05	0.31	0.19	
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.398
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	1	1	1	1	0	2	0	2	1
Volume Module:																
Base Vol:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	622	331		140	1014	120		216	1902	254		547	674	48	
Added Vol:	38	0	0		0	0	39		41	2565	39		0	997	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	213	622	331		140	1014	159		257	4467	293		547	1671	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	622	331		140	1014	159		257	4467	293		547	1671	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	213	622	331		140	1014	159		257	4467	293		547	1671	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	213	622	331		140	1014	159		257	4467	293		547	1671	48	
OvlAdjVol:			58													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	3.75	0.25		2.00	2.92	0.08	
Final Sat.:	3200	3200	1600		1600	3200	1600		1600	6006	394		3200	4666	134	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.19	0.21		0.09	0.32	0.10		0.16	0.74	0.74		0.17	0.36	0.36	
OvlAdjV/S:			0.04													
Crit Moves:	****					****				****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.215
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	4	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	15	2	22	347	8	84	37	2307	17	79	1185	67				
Added Vol:	0	0	0	23	0	13	11	2555	0	0	984	23				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	15	2	22	370	8	97	48	4862	17	79	2169	90				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	15	2	22	370	8	97	48	4862	17	79	2169	90				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	15	2	22	370	8	97	48	4862	17	79	2169	90				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	15	2	22	370	8	97	48	4862	17	79	2169	90				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.38	0.05	0.57	0.78	0.02	0.20	1.00	4.00	1.00	1.00	2.88	0.12				
Final Sat.:	615	82	903	1246	27	327	1600	6400	1600	1600	4609	191				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02	0.23	0.30	0.30	0.03	0.76	0.01	0.05	0.47	0.47				
Crit Moves:	****				****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	8	Average Delay (sec/veh):	81.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	296	0	358	0	0	0	0	1720	966	0	1059	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	296	0	358	0	0	0	0	1720	966	0	1059	0				
Added Vol:	0	0	0	0	0	0	0	1552	1025	0	1007	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	296	0	358	0	0	0	0	3272	1991	0	2066	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	296	0	358	0	0	0	0	3272	1991	0	2066	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	296	0	358	0	0	0	0	3272	1991	0	2066	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	296	0	358	0	0	0	0	3272	1991	0	2066	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.86	0.86	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.49	1.51	0.00	3.00	0.00				
Final Sat.:	2205	0	1207	0	0	0	0	4055	2467	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.40	0.00				
Crit Moves:			****					****								
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.67	0.00				
Volume/Cap:	0.54	0.00	1.20	0.00	0.00	0.00	0.00	1.20	1.20	0.00	0.59	0.00				
Delay/Veh:	33.2	0.0	144.2	0.0	0.0	0.0	0.0	109	108.6	0.0	9.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	33.2	0.0	144.2	0.0	0.0	0.0	0.0	109	108.6	0.0	9.2	0.0				
LOS by Move:	C	A	F	A	A	A	A	F	F	A	A	A				
HCM2kAvgQ:	7	0	29	0	0	0	0	75	75	0	13	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 33.3
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1!
Volume Module:																
Base Vol:	0	220	34		230	560	0		0	0	0		964	0	213	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	220	34		230	560	0		0	0	0		964	0	213	
Added Vol:	0	0	211		0	0	0		0	0	0		676	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	220	245		230	560	0		0	0	0		1640	0	213	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	220	245		230	560	0		0	0	0		1640	0	213	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	220	245		230	560	0		0	0	0		1640	0	213	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	220	245		230	560	0		0	0	0		1640	0	213	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.87	0.87		0.95	0.91	1.00		1.00	1.00	1.00		0.94	1.00	0.94	
Lanes:	0.00	1.42	1.58		1.00	3.00	0.00		0.00	0.00	0.00		1.79	0.00	0.21	
Final Sat.:	0	2360	2628		1805	5187	0		0	0	0		3210	0	369	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.13	0.11	0.00		0.00	0.00	0.00		0.51	0.00	0.58	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.10	0.10		0.14	0.14	0.00		0.00	0.00	0.00		0.64	0.00	0.64	
Volume/Cap:	0.00	0.91	0.91		0.91	0.77	0.00		0.00	0.00	0.00		0.80	0.00	0.91	
Delay/Veh:	0.0	64.1	64.1		75.2	46.4	0.0		0.0	0.0	0.0		15.6	0.0	22.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	64.1	64.1		75.2	46.4	0.0		0.0	0.0	0.0		15.6	0.0	22.0	
LOS by Move:	A	E	E		E	D	A		A	A	A		B	A	C	
HCM2kAvgQ:	0	8	8		10	8	0		0	0	0		22	0	31	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.312
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	2	1	0	3	0	0	0	0	2	1	0
Volume Module:																
Base Vol:	0	0	0		1033	0	450		97	2030	0		0	624	156	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		1033	0	450		97	2030	0		0	624	156	
Added Vol:	0	0	0		456	0	221		0	1552	0		0	786	211	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		1489	0	671		97	3582	0		0	1410	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		1489	0	671		97	3582	0		0	1410	367	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		1489	0	671		97	3582	0		0	1410	367	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		1489	0	671		97	3582	0		0	1410	367	
OvlAdjVol:							477									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.38	0.62	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	3809	991	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.47	0.00	0.21		0.06	0.75	0.00		0.00	0.37	0.37	
OvlAdjV/S:							0.15									
Crit Moves:					****					****			****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	8	Average Delay (sec/veh):	59.2
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	2	1 0
Volume Module:																
Base Vol:	325	0	212	0	0	0	0	2523	515	0	797	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	325	0	212	0	0	0	0	2523	515	0	797	0				
Added Vol:	328	0	231	0	0	0	0	1198	811	0	669	417				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	653	0	443	0	0	0	0	3721	1326	0	1466	417				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	653	0	443	0	0	0	0	3721	1326	0	1466	417				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	653	0	443	0	0	0	0	3721	1326	0	1466	417				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	653	0	443	0	0	0	0	3721	1326	0	1466	417				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.88	0.88				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	1.05	0.00	2.34	0.66				
Final Sat.:	3502	0	1615	0	0	0	0	4900	1746	0	3905	1111				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.27	0.00	0.00	0.00	0.00	0.76	0.76	0.00	0.38	0.38				
Crit Moves:			****					****								
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.68	0.68				
Volume/Cap:	0.76	0.00	1.12	0.00	0.00	0.00	0.00	1.12	1.12	0.00	0.56	0.56				
Delay/Veh:	39.2	0.0	121.1	0.0	0.0	0.0	0.0	75.2	75.2	0.0	8.6	8.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	39.2	0.0	121.1	0.0	0.0	0.0	0.0	75.2	75.2	0.0	8.6	8.6				
LOS by Move:	D	A	F	A	A	A	A	E	E	A	A	A				
HCM2kAvgQ:	11	0	23	0	0	0	0	64	64	0	11	11				

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR+P PM
Command:	LR+P PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for PROJECT PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	129.00	118.00	129	118	247	0.9
	Zone 1 Subtotal		.....			129	118	247	0.9
TOTAL			.....			129	118	247	0.9

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	44.00	220.00	44	220	264	1.0
	Zone 7 Subtotal					44	220	264	1.0
8	C-8	1.00	C-8	124.00	131.00	124	131	255	0.9
	Zone 8 Subtotal					124	131	255	0.9
16	C-16	1.00	C-16	125.00	108.00	125	108	233	0.9
	Zone 16 Subtotal					125	108	233	0.9
58	C-58	1.00	C-58	24.00	24.00	24	24	48	0.2
	Zone 58 Subtotal					24	24	48	0.2
68	C-68	1.00	C-68	42.00	39.00	42	39	81	0.3
	Zone 68 Subtotal					42	39	81	0.3
74	C-74	1.00	C-74	9.00	46.00	9	46	55	0.2
	Zone 74 Subtotal					9	46	55	0.2
75	C-75	1.00	C-75	30.00	53.00	30	53	83	0.3
	Zone 75 Subtotal					30	53	83	0.3
81	C-81	1.00	C-81	130.00	140.00	130	140	270	1.0
	Zone 81 Subtotal					130	140	270	1.0
84	C-84	1.00	C-84	61.00	54.00	61	54	115	0.4
	Zone 84 Subtotal					61	54	115	0.4
85	C-85	1.00	C-85	41.00	83.00	41	83	124	0.5
	Zone 85 Subtotal					41	83	124	0.5
87	C-87	1.00	C-87	23.00	30.00	23	30	53	0.2
	Zone 87 Subtotal					23	30	53	0.2
88	C-88	1.00	C-88	15.00	17.00	15	17	32	0.1
	Zone 88 Subtotal					15	17	32	0.1
91	C-91	1.00	C-91	1298.00	-1337.00	1298	-1337	-39	-
	Zone 91 Subtotal					1298	-1337	-39	-0.1
100	TAZ 1	1.00	TAZ 1	578.00	1005.00	578	1005	1583	5.
	Zone 100 Subtotal					578	1005	1583	5.8
131	C-13 RETAIL	1.00	C-13 RETAIL	173.00	187.00	173	187	360	1.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					173	187	360	1.3
132	C-13 NON-RET	1.00	C-13 NON-RETAI	458.00	2302.00	458	2302	2760	10.
	Zone 132 Subtotal					458	2302	2760	10.1
200	TAZ 2	1.00	TAZ 2	1147.00	1380.00	1147	1380	2527	9
	Zone 200 Subtotal					1147	1380	2527	9.2
300	TAZ 3	1.00	TAZ 3	17.00	34.00	17	34	51	0.2
	Zone 300 Subtotal					17	34	51	0.2
400	TAZ 4	1.00	TAZ 4	157.00	89.00	157	89	246	0.9
	Zone 400 Subtotal					157	89	246	0.9
500	TAZ 5	1.00	TAZ 5	7.00	11.00	7	11	18	0.1
	Zone 500 Subtotal					7	11	18	0.1
600	TAZ 6	1.00	TAZ 6	564.00	467.00	564	467	1031	3.8
	Zone 600 Subtotal					564	467	1031	3.8
700	TAZ 7	1.00	TAZ 7	6145.00	5781.00	6145	5781	11926	43
	Zone 700 Subtotal					6145	5781	11926	43.5
800	TAZ 8	1.00	TAZ 8	148.00	86.00	148	86	234	0.9
	Zone 800 Subtotal					148	86	234	0.9
900	TAZ 9	1.00	TAZ 9	144.00	87.00	144	87	231	0.8
	Zone 900 Subtotal					144	87	231	0.8
1000	TAZ 10	1.00	TAZ 10	9.00	38.00	9	38	47	0.2
	Zone 1000 Subtotal					9	38	47	0.2
1100	TAZ 11	1.00	TAZ 11	50.00	130.00	50	130	180	0.7
	Zone 1100 Subtotal					50	130	180	0.7
1200	TAZ 12	1.00	TAZ 12	109.00	367.00	109	367	476	1.7
	Zone 1200 Subtotal					109	367	476	1.7
1300	TAZ 13	1.00	TAZ 13	5.00	24.00	5	24	29	0.1
	Zone 1300 Subtotal					5	24	29	0.1
1400	TAZ 14	1.00	TAZ 14	245.00	673.00	245	673	918	3.4
	Zone 1400 Subtotal					245	673	918	3.4
1500	TAZ 15	1.00	TAZ 15	41.00	41.00	41	41	82	0.3
	Zone 1500 Subtotal					41	41	82	0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	758.00	1785.00	758	1785	2543	9.
	Zone 1600 Subtotal					758	1785	2543	9.3
1700	TAZ 17	1.00	TAZ 17	126.00	211.00	126	211	337	1.2
	Zone 1700 Subtotal					126	211	337	1.2
TOTAL						12847	14306	27153	99.1

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.662
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	1 0	2	0	4	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	323	1495	235		168	2270	84		144	573	364		412	375	196	
Added Vol:	48	614	234		735	534	1		6	48	39		329	30	1078	
HUGHES:	0	0	-85		0	0	0		0	0	0		-139	0	0	
Initial Fut:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	371	2109	384		903	2804	85		150	621	403		602	405	1274	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.38	0.62		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5414	986		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.39	0.39		0.28	0.44	0.05		0.09	0.19	0.25		0.19	0.13	0.80	
Crit Moves:		****			****				****						****	

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.325
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1280	225		533	2393	503		272	459	167		486	606	536	
Added Vol:	76	860	482		183	953	15		16	0	49		402	0	94	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	369	2140	707		716	3346	518		288	459	216		888	606	630	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	369	2140	707		716	3346	518		288	459	216		888	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	2140	707		716	3346	518		288	459	216		888	606	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	369	2140	707		716	3346	518		288	459	216		888	606	0	
OvlAdjVol:			263													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.33	0.44		0.22	0.70	0.32		0.09	0.10	0.14		0.28	0.19	0.00	
OvlAdjV/S:			0.16													
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.202
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	
Volume Module:																
Base Vol:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	1000	323		471	1827	88		95	392	77		264	393	369	
Added Vol:	0	1046	487		407	1052	74		39	6	0		289	5	233	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	74	2046	810		878	2879	162		134	398	77		553	398	602	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	2046	810		878	2879	162		134	398	77		553	398	602	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	2046	810		878	2879	162		134	398	77		553	398	602	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	2046	810		878	2879	162		134	398	77		553	398	602	
OvlAdjVol:															163	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.84	0.16		1.00	1.68	0.32		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4544	256		1600	2681	519		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.43	0.51		0.27	0.63	0.63		0.08	0.15	0.15		0.17	0.12	0.38	
OvlAdjV/S:															0.10	
Crit Moves:					****	****					****			****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR+P SAT
Command:	LR+P SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	0.6
	Zone 1 Subtotal		.....			90	90	180	0.6
TOTAL			.....			90	90	180	0.6

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	42.00	35.00	42	35	77	0.3
	Zone 7 Subtotal					42	35	77	0.3
8	C-8	1.00	C-8	189.00	194.00	189	194	383	1.3
	Zone 8 Subtotal					189	194	383	1.3
16	C-16	1.00	C-16	125.00	70.00	125	70	195	0.6
	Zone 16 Subtotal					125	70	195	0.6
58	C-58	1.00	C-58	42.00	42.00	42	42	84	0.3
	Zone 58 Subtotal					42	42	84	0.3
68	C-68	1.00	C-68	54.00	44.00	54	44	98	0.3
	Zone 68 Subtotal					54	44	98	0.3
74	C-74	1.00	C-74	9.00	7.00	9	7	16	0.1
	Zone 74 Subtotal					9	7	16	0.1
75	C-75	1.00	C-75	74.00	54.00	74	54	128	0.4
	Zone 75 Subtotal					74	54	128	0.4
81	C-81	1.00	C-81	205.00	188.00	205	188	393	1.3
	Zone 81 Subtotal					205	188	393	1.3
84	C-84	1.00	C-84	80.00	81.00	80	81	161	0.5
	Zone 84 Subtotal					80	81	161	0.5
85	C-85	1.00	C-85	65.00	63.00	65	63	128	0.4
	Zone 85 Subtotal					65	63	128	0.4
87	C-87	1.00	C-87	25.00	30.00	25	30	55	0.2
	Zone 87 Subtotal					25	30	55	0.2
88	C-88	1.00	C-88	24.00	22.00	24	22	46	0.2
	Zone 88 Subtotal					24	22	46	0.2
91	C-91	1.00	C-91	105.00	1269.00	105	1269	1374	4.
	Zone 91 Subtotal					105	1269	1374	4.5
100	TAZ 1	1.00	TAZ 1	910.00	764.00	910	764	1674	5.5
	Zone 100 Subtotal					910	764	1674	5.5
131	C-13 RETAIL	1.00	C-13 RETAIL	277.00	255.00	277	255	532	1.7

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					277	255	532	1.7
132	C-13 NON-RET	1.00	C-13 NON-RETAI	421.00	366.00	421	366	787	2.6
	Zone 132 Subtotal					421	366	787	2.6
200	TAZ 2	1.00	TAZ 2	1837.00	1734.00	1837	1734	3571	11
	Zone 200 Subtotal					1837	1734	3571	11.7
300	TAZ 3	1.00	TAZ 3	28.00	28.00	28	28	56	0.2
	Zone 300 Subtotal					28	28	56	0.2
400	TAZ 4	1.00	TAZ 4	120.00	110.00	120	110	230	0.8
	Zone 400 Subtotal					120	110	230	0.8
500	TAZ 5	1.00	TAZ 5	4.00	6.00	4	6	10	0.0
	Zone 500 Subtotal					4	6	10	0.0
600	TAZ 6	1.00	TAZ 6	654.00	596.00	654	596	1250	4.1
	Zone 600 Subtotal					654	596	1250	4.1
700	TAZ 7	1.00	TAZ 7	8231.00	7544.00	8231	7544	15775	51
	Zone 700 Subtotal					8231	7544	15775	51.6
800	TAZ 8	1.00	TAZ 8	125.00	112.00	125	112	237	0.8
	Zone 800 Subtotal					125	112	237	0.8
900	TAZ 9	1.00	TAZ 9	123.00	109.00	123	109	232	0.8
	Zone 900 Subtotal					123	109	232	0.8
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.1
	Zone 1000 Subtotal					8	8	16	0.1
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	0.4
	Zone 1100 Subtotal					59	66	125	0.4
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	0.7
	Zone 1200 Subtotal					114	97	211	0.7
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.0
	Zone 1300 Subtotal					4	4	8	0.0
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	1.2
	Zone 1400 Subtotal					180	189	369	1.2
1500	TAZ 15	1.00	TAZ 15	52.00	42.00	52	42	94	0.3
	Zone 1500 Subtotal					52	42	94	0.3

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to RK ENGINEERING GROUP

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	941.00	866.00	941	866	1807	5.9
	Zone 1600 Subtotal					941	866	1807	5.9
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	0.9
	Zone 1700 Subtotal					153	120	273	0.9
TOTAL						15280	15115	30395	99.4

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.424
Loss Time (sec): 16 Average Delay (sec/veh): 144.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	48	585	202		732	659	1		1	37	50		204	28	684	
HUGHES:	0	0	-75		0	0	0		0	0	0		-78	0	0	
Initial Fut:	301	2181	346		912	2299	81		71	285	253		345	228	845	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	301	2181	346		912	2299	81		71	285	253		345	228	845	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	2181	346		912	2299	81		71	285	253		345	228	845	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	301	2181	346		912	2299	81		71	285	253		345	228	845	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.89	0.89		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.45	0.55		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5844	927		3502	6916	1615		1805	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.37	0.37		0.26	0.33	0.05		0.04	0.08	0.16		0.10	0.06	0.52	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.09	0.26	0.26		0.18	0.35	0.35		0.03	0.24	0.24		0.15	0.37	0.37	
Volume/Cap:	0.94	1.42	1.42		1.42	0.94	0.14		1.42	0.33	0.65		0.65	0.17	1.42	
Delay/Veh:	80.0	231	231.1		240.7	39.4	22.1		323.6	31.4	37.7		42.6	21.4	232.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.0	231	231.1		240.7	39.4	22.1		323.6	31.4	37.7		42.6	21.4	232.2	
LOS by Move:	F	F	F		F	D	C		F	C	D		D	C	F	
HCM2kAvgQ:	8	48	48		33	24	2		7	4	8		6	2	58	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (SR-1) / HUGHES WAY

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 16 Average Delay (sec/veh): 10.8
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	1	0	0 1!	0	0	2	1 0	0	1
Volume Module:																
Base Vol:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	1925	18		82	1763	12		15	0	6		30	0	126	
Added Vol:	0	838	70		0	870	0		0	0	0		109	0	5	
HUGHES:	0	-75	75		0	-78	0		0	0	0		78	0	0	
Initial Fut:	8	2688	163		82	2555	12		15	0	6		217	0	131	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2688	0		82	2555	12		15	0	6		217	0	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	2688	0		82	2555	12		15	0	6		217	0	131	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	2688	0		82	2555	12		15	0	6		217	0	131	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.91	0.85		0.93	1.00	0.93		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	1.00		0.71	0.00	0.29		3.00	0.00	1.00	
Final Sat.:	1805	6916	1900		3502	6916	1615		1260	0	504		5264	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00		0.02	0.37	0.01		0.01	0.00	0.01		0.04	0.00	0.08	
Crit Moves:		****			****						****				****	
Green/Cycle:	0.01	0.68	0.00		0.04	0.71	0.71		0.02	0.00	0.02		0.10	0.00	0.14	
Volume/Cap:	0.52	0.57	0.00		0.57	0.52	0.01		0.57	0.00	0.57		0.41	0.00	0.57	
Delay/Veh:	77.7	8.7	0.0		52.7	6.8	4.2		68.7	0.0	68.7		42.7	0.0	43.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	77.7	8.7	0.0		52.7	6.8	4.2		68.7	0.0	68.7		42.7	0.0	43.6	
LOS by Move:	E	A	A		D	A	A		E	A	E		D	A	D	
HCM2kAvgQ:	1	12	0		2	10	0		1	0	1		3	0	5	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (SR-1) / PARK PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 4	0	1	2	0 4	0	0	0	0 0	0	0	2	0 0	0	1
Volume Module:																
Base Vol:	0	1760	573		154	1636	0		0	0	0		583	0	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1760	573		154	1636	0		0	0	0		583	0	142	
Added Vol:	0	908	0		0	979	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2668	573		154	2615	0		0	0	0		583	0	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2668	573		154	2615	0		0	0	0		583	0	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2668	573		154	2615	0		0	0	0		583	0	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2668	573		154	2615	0		0	0	0		583	0	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.92	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	4.00	1.00		2.00	4.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	1900	6916	1615		3502	6916	0		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.35		0.04	0.38	0.00		0.00	0.00	0.00		0.17	0.00	0.09	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.57	0.82		0.06	0.63	0.00		0.00	0.00	0.00		0.25	0.00	0.31	
Volume/Cap:	0.00	0.68	0.44		0.68	0.60	0.00		0.00	0.00	0.00		0.68	0.00	0.28	
Delay/Veh:	0.0	15.6	2.9		53.7	11.0	0.0		0.0	0.0	0.0		36.3	0.0	26.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	15.6	2.9		53.7	11.0	0.0		0.0	0.0	0.0		36.3	0.0	26.4	
LOS by Move:	A	B	A		D	B	A		A	A	A		D	A	C	
HCM2kAvgQ:	0	16	5		4	13	0		0	0	0		9	0	3	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 16 Average Delay (sec/veh): 83.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Added Vol:	67	774	556		105	861	12		18	0	75		540	0	116	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	302	2178	879		610	2375	207		288	446	242		962	375	709	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	302	2178	879		610	2375	207		288	446	242		962	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	302	2178	879		610	2375	207		288	446	242		962	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	302	2178	879		610	2375	207		288	446	242		962	375	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.91	0.85		0.92	0.95	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	6916	1615		3502	5187	1615		3502	5187	1615		3502	3610	1900	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.31	0.54		0.17	0.46	0.13		0.08	0.09	0.15		0.27	0.10	0.00	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.07	0.30	0.54		0.17	0.40	0.40		0.16	0.13	0.13		0.24	0.21	0.00	
Volume/Cap:	1.15	1.04	1.00		1.04	1.15	0.32		0.51	0.66	1.15		1.15	0.51	0.00	
Delay/Veh:	149.7	64.7	54.3		88.5	105	21.1		38.9	43.9	153.1		120.6	35.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	149.7	64.7	54.3		88.5	105	21.1		38.9	43.9	153.1		120.6	35.8	0.0	
LOS by Move:	F	E	D		F	F	C		D	D	F		F	D	A	
HCM2kAvgQ:	10	27	35		16	44	4		5	6	15		27	6	0	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SEPULVEDA BLVD (SR-1) / 33RD ST

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 16 Average Delay (sec/veh): 46.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	1	0	3	0	0	2	0	0	1	0	
Volume Module:																
Base Vol:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1851	91		253	1706	0		188	75	21		107	0	223	
Added Vol:	0	1383	0		0	1462	0		15	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	3234	91		253	3168	0		203	75	21		107	0	223	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	3234	91		253	3168	0		203	75	21		107	0	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	3234	91		253	3168	0		203	75	21		107	0	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	3234	91		253	3168	0		203	75	21		107	0	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.85		0.95	0.91	1.00		0.92	0.97	0.97		0.88	1.00	0.88	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		2.00	0.78	0.22		1.32	0.00	1.68	
Final Sat.:	0	5187	1615		1805	5187	0		3502	1435	402		2226	0	2817	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.62	0.06		0.14	0.61	0.00		0.06	0.05	0.05		0.05	0.00	0.08	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.00	0.58	0.58		0.13	0.71	0.00		0.05	0.05	0.05		0.07	0.00	0.07	
Volume/Cap:	0.00	1.07	0.10		1.07	0.86	0.00		1.07	0.97	0.97		0.65	0.00	1.07	
Delay/Veh:	0.0	60.7	9.3		122.6	12.8	0.0		133.3	126	126.4		48.1	0.0	118.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	60.7	9.3		122.6	12.8	0.0		133.3	126	126.4		48.1	0.0	118.2	
LOS by Move:	A	E	A		F	B	A		F	F	F		D	A	F	
HCM2kAvgQ:	0	51	1		14	29	0		7	6	6		4	0	8	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SEPULVEDA BLVD (SR-1) / 30TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 16 Average Delay (sec/veh): 25.0
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1	0	1	0	2	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1737	184		111	1661	17		15	3	26		134	2	128	
Added Vol:	0	1308	113		82	1380	0		0	10	0		103	9	75	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	3045	297		193	3041	17		15	13	26		237	11	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	3045	297		193	3041	17		15	13	26		237	11	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	3045	297		193	3041	17		15	13	26		237	11	203	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	3045	297		193	3041	17		15	13	26		237	11	203	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.91	0.91		0.95	0.90	0.90		0.95	0.95	0.85	
Lanes:	1.00	3.64	0.36		1.00	2.98	0.02		1.00	0.33	0.67		1.91	0.09	1.00	
Final Sat.:	1805	6219	607		1805	5153	29		1805	570	1140		3464	161	1615	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.49	0.49		0.11	0.59	0.59		0.01	0.02	0.02		0.07	0.07	0.13	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.01	0.55	0.55		0.12	0.66	0.66		0.03	0.03	0.03		0.14	0.14	0.14	
Volume/Cap:	0.89	0.89	0.89		0.89	0.89	0.89		0.32	0.89	0.89		0.48	0.48	0.89	
Delay/Veh:	199.0	22.6	22.6		75.8	17.4	17.4		51.9	142	141.6		40.3	40.3	73.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	199.0	22.6	22.6		75.8	17.4	17.4		51.9	142	141.6		40.3	40.3	73.4	
LOS by Move:	F	C	C		E	B	B		D	F	F		D	D	E	
HCM2kAvgQ:	2	28	28		9	32	32		1	3	3		4	4	9	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 SEPULVEDA BLVD (SR-1) / MARINE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 16 Average Delay (sec/veh): 50.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	2	0	3	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	1723	156		194	1531	95		106	251	59		209	204	201	
Added Vol:	12	1387	58		18	1456	9		12	0	11		65	0	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	99	3110	214		212	2987	104		118	251	70		274	204	223	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	99	3110	214		212	2987	104		118	251	70		274	204	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	3110	214		212	2987	104		118	251	70		274	204	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	3110	214		212	2987	104		118	251	70		274	204	223	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.91	0.85		0.95	0.92	0.92		0.92	1.00	0.85	
Lanes:	1.00	2.81	0.19		2.00	3.00	1.00		1.00	1.56	0.44		2.00	1.00	1.00	
Final Sat.:	1805	4805	331		3502	5187	1615		1805	2730	761		3502	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.65	0.65		0.06	0.58	0.06		0.07	0.09	0.09		0.08	0.11	0.14	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.06	0.62	0.62		0.06	0.62	0.62		0.06	0.09	0.09		0.08	0.10	0.16	
Volume/Cap:	0.93	1.05	1.05		1.05	0.93	0.10		1.05	1.03	1.03		1.03	1.05	0.86	
Delay/Veh:	113.3	49.6	49.6		123.7	23.3	7.9		145.3	105	105.4		110.3	123	65.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	113.3	49.6	49.6		123.7	23.3	7.9		145.3	105	105.4		110.3	123	65.3	
LOS by Move:	F	D	D		F	C	A		F	F	F		F	F	E	
HCM2kAvgQ:	6	50	50		7	35	1		7	10	10		8	11	10	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 SEPULVEDA BLVD (SR-1) / 18TH ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): 7.6
Optimal Cycle: 81 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1881	47		8	1795	0		1	0	12		67	1	13	
Added Vol:	0	1456	0		0	1533	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	3337	47		8	3328	0		1	0	12		67	1	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	3337	47		8	3328	0		1	0	12		67	1	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	3337	47		8	3328	0		1	0	12		67	1	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	3337	47		8	3328	0		1	0	12		67	1	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		0.95	0.91	0.91		0.86	1.00	0.86		0.73	0.73	0.73	
Lanes:	0.00	2.96	0.04		1.00	3.00	0.00		0.08	0.00	0.92		0.83	0.01	0.16	
Final Sat.:	0	5105	72		1805	5187	0		126	0	1512		1140	17	221	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.65	0.65		0.00	0.64	0.00		0.01	0.00	0.01		0.06	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.00	0.80	0.80		0.81	0.81	0.00		0.07	0.00	0.07		0.07	0.07	0.07	
Volume/Cap:	0.00	0.81	0.81		0.09	0.79	0.00		0.11	0.00	0.11		0.81	0.81	0.81	
Delay/Veh:	0.0	7.0	7.0		12.3	6.2	0.0		43.8	0.0	43.8		84.1	84.1	84.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.0	7.0		12.3	6.2	0.0		43.8	0.0	43.8		84.1	84.1	84.1	
LOS by Move:	A	A	A		B	A	A		D	A	D		F	F	F	
HCM2kAvgQ:	0	24	24		0	22	0		0	0	0		4	4	4	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SEPULVEDA BLVD (SR-1) / MANHATTAN BEACH BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.186
Loss Time (sec): 16 Average Delay (sec/veh): 106.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	2	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	150	1515	136		171	1350	201		238	456	134		184	436	185	
Added Vol:	54	1345	56		62	1429	45		52	46	58		59	42	61	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	204	2860	192		233	2779	246		290	502	192		243	478	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	204	2860	192		233	2779	246		290	502	192		243	478	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	2860	192		233	2779	246		290	502	192		243	478	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	204	2860	192		233	2779	246		290	502	192		243	478	246	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.92	0.90	0.90		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	2.81	0.19		2.00	2.76	0.24		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	4817	323		3502	4708	417		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.59	0.59		0.07	0.59	0.59		0.16	0.14	0.12		0.13	0.13	0.15	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.53	0.53		0.06	0.50	0.50		0.14	0.13	0.13		0.12	0.11	0.17	
Volume/Cap:	1.19	1.11	1.11		1.11	1.19	1.19		1.19	1.11	0.95		1.11	1.19	0.89	
Delay/Veh:	172.8	80.2	80.2		143.0	113	113.2		160.5	119	91.5		136.5	151	68.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	172.8	80.2	80.2		143.0	113	113.2		160.5	119	91.5		136.5	151	68.1	
LOS by Move:	F	F	F		F	F	F		F	F	F		F	F	E	
HCM2kAvgQ:	13	52	52		8	58	58		18	15	10		14	16	11	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 SEPULVEDA BLVD (SR-1) / 8TH ST

Cycle (sec):	100	Critical Vol./Cap.(X):	1.181
Loss Time (sec):	8	Average Delay (sec/veh):	16.0
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0
Volume Module:																
Base Vol:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1601	23		50	1507	29		28	17	18		20	13	41	
Added Vol:	76	1320	0		0	1410	95		97	19	78		0	19	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	90	2921	23		50	2917	124		125	36	96		20	32	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	2921	23		50	2917	124		125	36	96		20	32	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	2921	23		50	2917	124		125	36	96		20	32	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	2921	23		50	2917	124		125	36	96		20	32	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.05	0.91	0.91		0.05	0.90	0.90		0.77	0.77	0.77		0.80	0.80	0.85	
Lanes:	1.00	2.98	0.02		1.00	2.88	0.12		0.49	0.14	0.37		0.38	0.62	1.00	
Final Sat.:	99	5141	40		99	4946	210		711	205	546		587	939	1615	
Capacity Analysis Module:																
Vol/Sat:	0.91	0.57	0.57		0.51	0.59	0.59		0.18	0.18	0.18		0.03	0.03	0.03	
Crit Moves:	****									****						
Green/Cycle:	0.77	0.77	0.77		0.77	0.77	0.77		0.15	0.15	0.15		0.15	0.15	0.15	
Volume/Cap:	1.18	0.74	0.74		0.66	0.76	0.76		1.18	1.18	1.18		0.23	0.23	0.17	
Delay/Veh:	171.5	6.8	6.8		24.2	7.3	7.3		161.2	161	161.2		38.0	38.0	37.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	171.5	6.8	6.8		24.2	7.3	7.3		161.2	161	161.2		38.0	38.0	37.5	
LOS by Move:	F	A	A		C	A	A		F	F	F		D	D	D	
HCM2kAvgQ:	7	19	19		2	20	20		16	16	16		2	2	1	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 SEPULVEDA BLVD (SR-1) / 2ND ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	12	Average Delay (sec/veh):	9.9
Optimal Cycle:	69	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	
Volume Module:																
Base Vol:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1632	18		30	1355	57		51	53	32		28	36	66	
Added Vol:	0	1377	0		10	1468	10		9	0	0		0	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	3009	18		40	2823	67		60	53	32		28	36	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3009	18		40	2823	67		60	53	32		28	36	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	3009	18		40	2823	67		60	53	32		28	36	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	3009	18		40	2823	67		60	53	32		28	36	75	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.52	0.94	0.94		0.66	0.90	0.90	
Lanes:	1.00	2.98	0.02		1.00	2.93	0.07		1.00	0.62	0.38		1.00	0.32	0.68	
Final Sat.:	1805	5151	31		1805	5052	120		990	1118	675		1248	554	1154	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.58	0.58		0.02	0.56	0.56		0.06	0.05	0.05		0.02	0.06	0.06	
Crit Moves:		****			****									****		
Green/Cycle:	0.01	0.77	0.77		0.03	0.78	0.78		0.09	0.09	0.09		0.09	0.09	0.09	
Volume/Cap:	0.71	0.76	0.76		0.76	0.71	0.71		0.71	0.56	0.56		0.26	0.76	0.76	
Delay/Veh:	128.2	7.5	7.5		96.1	5.9	5.9		69.2	48.4	48.4		44.1	65.6	65.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	128.2	7.5	7.5		96.1	5.9	5.9		69.2	48.4	48.4		44.1	65.6	65.6	
LOS by Move:	F	A	A		F	A	A		E	D	D		D	E	E	
HCM2kAvgQ:	1	20	20		3	17	17		3	3	3		1	5	5	

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SEPULVEDA BLVD (SR-1) / LONGFELLOW DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 12 Average Delay (sec/veh): 4.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	1660	12		20	1429	13		7	1	17		10	4	21	
Added Vol:	0	1370	0		0	1459	10		9	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	3030	12		20	2888	23		16	1	17		10	4	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	3030	12		20	2888	23		16	1	17		10	4	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	3030	12		20	2888	23		16	1	17		10	4	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	3030	12		20	2888	23		16	1	17		10	4	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.91	0.91		0.93	0.93	0.93		1.00	0.87	0.87	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.03	0.50		1.00	0.16	0.84	
Final Sat.:	1805	5161	20		1805	5141	41		834	52	886		1900	266	1395	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.59	0.59		0.01	0.56	0.56		0.02	0.02	0.02		0.01	0.02	0.02	
Crit Moves:		****			****					****						
Green/Cycle:	0.01	0.84	0.84		0.02	0.84	0.84		0.03	0.03	0.03		0.03	0.03	0.03	
Volume/Cap:	0.67	0.70	0.70		0.70	0.67	0.67		0.70	0.70	0.70		0.14	0.55	0.55	
Delay/Veh:	112.7	3.7	3.7		105.6	3.3	3.3		85.3	85.3	85.3		48.4	61.7	61.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	112.7	3.7	3.7		105.6	3.3	3.3		85.3	85.3	85.3		48.4	61.7	61.7	
LOS by Move:	F	A	A		F	A	A		F	F	F		D	E	E	
HCM2kAvgQ:	1	14	14		2	13	13		2	2	2		0	2	2	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 16 Average Delay (sec/veh): 67.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	0	1	2	0 2	1	0	1	0 1	1	0	2	0 2	0	1
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	1038	385		299	1109	51		56	8	0		447	8	302	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	2190	609		609	2097	150		134	310	70		727	361	669	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	2190	609		609	2097	150		134	310	70		727	361	669	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	2190	609		609	2097	150		134	310	70		727	361	669	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	2190	609		609	2097	150		134	310	70		727	361	669	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.92	0.90	0.90		0.95	0.92	0.92		0.92	0.95	0.85	
Lanes:	1.00	3.00	1.00		2.00	2.80	0.20		1.00	1.63	0.37		2.00	2.00	1.00	
Final Sat.:	1805	5187	1615		3502	4792	343		1805	2863	646		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.42	0.38		0.17	0.44	0.44		0.07	0.11	0.11		0.21	0.10	0.41	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.03	0.39	0.39		0.16	0.52	0.52		0.07	0.10	0.10		0.19	0.22	0.38	
Volume/Cap:	0.84	1.09	0.97		1.09	0.84	0.84		1.08	1.09	1.09		1.09	0.45	1.08	
Delay/Veh:	117.5	78.3	58.3		105.3	23.1	23.1		150.8	118	118.0		100.8	34.0	91.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	117.5	78.3	58.3		105.3	23.1	23.1		150.8	118	118.0		100.8	34.0	91.6	
LOS by Move:	F	E	E		F	C	C		F	F	F		F	C	F	
HCM2kAvgQ:	3	37	24		17	24	24		8	12	12		19	5	31	

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 CONTINENTAL BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1 1	1	1	0	1 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	3	0	17	47	7	7	10	641	4	19	564	34				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	3	0	17	47	7	7	10	641	4	19	564	34				
Added Vol:	161	0	143	0	0	29	34	755	182	161	726	0				
HUGHES:	0	0	0	0	0	0	0	-75	0	0	-78	0				
Initial Fut:	164	0	160	47	7	36	44	1321	186	180	1212	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	164	0	160	47	7	36	44	1321	186	180	1212	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	164	0	160	47	7	36	44	1321	186	180	1212	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	164	0	160	47	7	36	44	1321	186	180	1212	34				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.00	2.00	2.00	0.33	1.67	2.00	3.00	1.00	2.00	2.92	0.08				
Final Sat.:	3200	0	3200	3200	521	2679	3200	4800	1600	3200	4669	131				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.05	0.01	0.01	0.01	0.01	0.28	0.12	0.06	0.26	0.26				
Crit Moves:	****			****				****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 NASH ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1 1	1	1	1	0 1	2	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	0	0	4	123	0	36	47	639	3	0	592	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	4	123	0	36	47	639	3	0	592	71				
Added Vol:	26	31	199	70	35	21	19	851	28	223	840	82				
HUGHES:	0	0	75	0	0	0	0	-75	0	78	-78	0				
Initial Fut:	26	31	278	193	35	57	66	1415	31	301	1354	153				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	26	31	278	193	35	57	66	1415	31	301	1354	153				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	26	31	278	193	35	57	66	1415	31	301	1354	153				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	26	31	278	193	35	57	66	1415	31	301	1354	153				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	0.20	1.80	2.00	1.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30				
Final Sat.:	3200	321	2879	3200	1600	1600	3200	4800	1600	3200	4313	487				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.10	0.06	0.02	0.04	0.02	0.29	0.02	0.09	0.31	0.31				
Crit Moves:				****	****			****		****						

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 DOUGLAS ST / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 1	2	0	2	0 1	1	0	2	1 0	2	0	3	0 1
Volume Module:																
Base Vol:	64	102	50	154	119	28	26	675	88	39	565	149				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	102	50	154	119	28	26	675	88	39	565	149				
Added Vol:	7	0	26	120	0	44	72	1043	6	24	1094	144				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	102	76	274	119	72	98	1718	94	63	1659	293				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	71	102	76	274	119	72	98	1718	94	63	1659	293				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	71	102	76	274	119	72	98	1718	94	63	1659	293				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	71	102	76	274	119	72	98	1718	94	63	1659	293				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.72	1.28	2.00	2.00	1.00	1.00	2.84	0.16	2.00	3.00	1.00				
Final Sat.:	3200	2751	2049	3200	3200	1600	1600	4551	249	3200	4800	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04	0.09	0.04	0.05	0.06	0.38	0.38	0.02	0.35	0.18				
Crit Moves:		****		****			****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 AVIATION BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	1	0	1	1 1	1	0	3	1 0	2	0	2	1 0
Volume Module:																
Base Vol:	151	394	206	68	315	71	100	689	97	327	529	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	151	394	206	68	315	71	100	689	97	327	529	50				
Added Vol:	54	0	0	0	0	60	56	1088	45	0	1147	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	205	394	206	68	315	131	156	1777	142	327	1676	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	205	394	206	68	315	131	156	1777	142	327	1676	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	205	394	206	68	315	131	156	1777	142	327	1676	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	205	394	206	68	315	131	156	1777	142	327	1676	50				
OvlAdjVol:			43													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.70	0.30	2.00	2.91	0.09				
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	5926	474	3200	4661	139				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.13	0.04	0.10	0.08	0.10	0.30	0.30	0.10	0.36	0.36				
OvlAdjV/S:			0.03													
Crit Moves:	****				****		****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 ISIS AVE / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	4	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	11	0	51	93	1	40	55	912	14	45	844	98				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	11	0	51	93	1	40	55	912	14	45	844	98				
Added Vol:	0	0	0	23	0	13	7	1081	0	0	1135	29				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	11	0	51	116	1	53	62	1993	14	45	1979	127				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	11	0	51	116	1	53	62	1993	14	45	1979	127				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	11	0	51	116	1	53	62	1993	14	45	1979	127				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	11	0	51	116	1	53	62	1993	14	45	1979	127				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.18	0.00	0.82	0.68	0.01	0.31	1.00	4.00	1.00	1.00	2.82	0.18				
Final Sat.:	284	0	1316	1092	9	499	1600	6400	1600	1600	4511	289				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.04	0.07	0.11	0.11	0.04	0.31	0.01	0.03	0.44	0.44				
Crit Moves:	****				****		****				****					

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 I-405 SB RAMPS / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 Average Delay (sec/veh): 9.5
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	3	0 0
Volume Module:																
Base Vol:	131	0	160	0	0	0	0	712	349	0	845	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	131	0	160	0	0	0	0	712	349	0	845	0				
Added Vol:	0	0	0	0	0	0	0	814	290	0	1163	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	131	0	160	0	0	0	0	1526	639	0	2008	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	131	0	160	0	0	0	0	1526	639	0	2008	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	131	0	160	0	0	0	0	1526	639	0	2008	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	131	0	160	0	0	0	0	1526	639	0	2008	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.87	0.87	1.00	0.91	1.00				
Lanes:	1.29	0.00	0.71	0.00	0.00	0.00	0.00	2.82	1.18	0.00	3.00	0.00				
Final Sat.:	2201	0	1210	0	0	0	0	4660	1951	0	5187	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.33	0.33	0.00	0.39	0.00				
Crit Moves:			****								****					
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.69	0.00				
Volume/Cap:	0.25	0.00	0.56	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.56	0.00				
Delay/Veh:	31.3	0.0	35.2	0.0	0.0	0.0	0.0	7.4	7.4	0.0	8.3	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.3	0.0	35.2	0.0	0.0	0.0	0.0	7.4	7.4	0.0	8.3	0.0				
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	3	0	7	0	0	0	0	9	9	0	12	0				

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 LA CIENEGA BLVD / I-405 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	1!
Volume Module:																
Base Vol:	0	158	84		109	136	0	0	0	0	529	0	85			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	158	84		109	136	0	0	0	0	529	0	85			
Added Vol:	0	0	273		0	0	0	0	0	0	799	0	0			
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0			
Initial Fut:	0	158	357		109	136	0	0	0	0	1328	0	85			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	158	357		109	136	0	0	0	0	1328	0	85			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	158	357		109	136	0	0	0	0	1328	0	85			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	158	357		109	136	0	0	0	0	1328	0	85			
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	0.85	0.85		0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.95			
Lanes:	0.00	1.00	2.00		1.00	3.00	0.00	0.00	0.00	0.00	1.89	0.00	0.11			
Final Sat.:	0	1617	3235		1805	5187	0	0	0	0	3392	0	204			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.11		0.06	0.03	0.00	0.00	0.00	0.00	0.39	0.00	0.42			
Crit Moves:			****		****								****			
Green/Cycle:	0.00	0.17	0.17		0.09	0.09	0.00	0.00	0.00	0.00	0.62	0.00	0.62			
Volume/Cap:	0.00	0.59	0.67		0.67	0.29	0.00	0.00	0.00	0.00	0.63	0.00	0.67			
Delay/Veh:	0.0	39.7	41.4		54.1	42.8	0.0	0.0	0.0	0.0	12.2	0.0	12.9			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	39.7	41.4		54.1	42.8	0.0	0.0	0.0	0.0	12.2	0.0	12.9			
LOS by Move:	A	D	D		D	D	A	A	A	A	B	A	B			
HCM2kAvgQ:	0	6	7		5	2	0	0	0	0	14	0	15			

Note: Queue reported is the number of cars per lane.

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 LA CIENEGA BLVD / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	0	2	0	0	0	2	1	0	3	0	0	
Volume Module:																
Base Vol:	0	0	0		386	0	258		46	843	0		0	597	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		386	0	258		46	843	0		0	597	199	
Added Vol:	0	0	0		592	0	208		0	814	0		0	956	273	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		978	0	466		46	1657	0		0	1553	472	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		978	0	466		46	1657	0		0	1553	472	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		978	0	466		46	1657	0		0	1553	472	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		978	0	466		46	1657	0		0	1553	472	
OvlAdjVol:							374									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		1.00	3.00	0.00		0.00	2.30	0.70	
Final Sat.:	0	0	0		3200	0	3200		1600	4800	0		0	3681	1119	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.00	0.15		0.03	0.35	0.00		0.00	0.42	0.42	
OvlAdjV/S:							0.12									
Crit Moves:					****				****					****		

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 I-405 NB RAMPS / EL SEGUNDO BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	8	Average Delay (sec/veh):	19.7
Optimal Cycle:	63	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	2	1 1	0	0	2	1 0
Volume Module:																
Base Vol:	313	0	145	0	0	0	0	972	262	0	810	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	313	0	145	0	0	0	0	972	262	0	810	0				
Added Vol:	323	0	300	0	0	0	0	1221	184	0	906	541				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	636	0	445	0	0	0	0	2193	446	0	1716	541				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	636	0	445	0	0	0	0	2193	446	0	1716	541				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	636	0	445	0	0	0	0	2193	446	0	1716	541				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	636	0	445	0	0	0	0	2193	446	0	1716	541				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.89	0.89	1.00	0.88	0.88				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.28	0.72				
Final Sat.:	3502	0	1615	0	0	0	0	5057	1686	0	3802	1199				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.28	0.00	0.00	0.00	0.00	0.43	0.26	0.00	0.45	0.45				
Crit Moves:			****								****					
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57				
Volume/Cap:	0.52	0.00	0.79	0.00	0.00	0.00	0.00	0.76	0.46	0.00	0.79	0.79				
Delay/Veh:	26.3	0.0	36.7	0.0	0.0	0.0	0.0	17.2	12.6	0.0	18.3	18.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.3	0.0	36.7	0.0	0.0	0.0	0.0	17.2	12.6	0.0	18.3	18.3				
LOS by Move:	C	A	D	A	A	A	A	B	B	A	B	B				
HCM2kAvgQ:	8	0	14	0	0	0	0	20	9	0	21	21				

Note: Queue reported is the number of cars per lane.

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR+P SAT
Command:	LR+P SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for PROJECT SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	PROJECT	1.00	PROJECT	90.00	90.00	90	90	180	0.6
	Zone 1 Subtotal		.....			90	90	180	0.6
TOTAL			.....			90	90	180	0.6

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Trip Generation Report

Forecast for LR CUMULATIVE SAT

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	C-7	1.00	C-7	42.00	35.00	42	35	77	0.3
	Zone 7 Subtotal					42	35	77	0.3
8	C-8	1.00	C-8	189.00	194.00	189	194	383	1.3
	Zone 8 Subtotal					189	194	383	1.3
16	C-16	1.00	C-16	125.00	70.00	125	70	195	0.6
	Zone 16 Subtotal					125	70	195	0.6
58	C-58	1.00	C-58	42.00	42.00	42	42	84	0.3
	Zone 58 Subtotal					42	42	84	0.3
68	C-68	1.00	C-68	54.00	44.00	54	44	98	0.3
	Zone 68 Subtotal					54	44	98	0.3
74	C-74	1.00	C-74	9.00	7.00	9	7	16	0.1
	Zone 74 Subtotal					9	7	16	0.1
75	C-75	1.00	C-75	74.00	54.00	74	54	128	0.4
	Zone 75 Subtotal					74	54	128	0.4
81	C-81	1.00	C-81	205.00	188.00	205	188	393	1.3
	Zone 81 Subtotal					205	188	393	1.3
84	C-84	1.00	C-84	80.00	81.00	80	81	161	0.5
	Zone 84 Subtotal					80	81	161	0.5
85	C-85	1.00	C-85	65.00	63.00	65	63	128	0.4
	Zone 85 Subtotal					65	63	128	0.4
87	C-87	1.00	C-87	25.00	30.00	25	30	55	0.2
	Zone 87 Subtotal					25	30	55	0.2
88	C-88	1.00	C-88	24.00	22.00	24	22	46	0.2
	Zone 88 Subtotal					24	22	46	0.2
91	C-91	1.00	C-91	105.00	1269.00	105	1269	1374	4.
	Zone 91 Subtotal					105	1269	1374	4.5
100	TAZ 1	1.00	TAZ 1	910.00	764.00	910	764	1674	5.5
	Zone 100 Subtotal					910	764	1674	5.5
131	C-13 RETAIL	1.00	C-13 RETAIL	277.00	255.00	277	255	532	1.7

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 131 Subtotal					277	255	532	1.7
132	C-13 NON-RET	1.00	C-13 NON-RETAI	421.00	366.00	421	366	787	2.6
	Zone 132 Subtotal					421	366	787	2.6
200	TAZ 2	1.00	TAZ 2	1837.00	1734.00	1837	1734	3571	11
	Zone 200 Subtotal					1837	1734	3571	11.7
300	TAZ 3	1.00	TAZ 3	28.00	28.00	28	28	56	0.2
	Zone 300 Subtotal					28	28	56	0.2
400	TAZ 4	1.00	TAZ 4	120.00	110.00	120	110	230	0.8
	Zone 400 Subtotal					120	110	230	0.8
500	TAZ 5	1.00	TAZ 5	4.00	6.00	4	6	10	0.0
	Zone 500 Subtotal					4	6	10	0.0
600	TAZ 6	1.00	TAZ 6	654.00	596.00	654	596	1250	4.1
	Zone 600 Subtotal					654	596	1250	4.1
700	TAZ 7	1.00	TAZ 7	8231.00	7544.00	8231	7544	15775	51
	Zone 700 Subtotal					8231	7544	15775	51.6
800	TAZ 8	1.00	TAZ 8	125.00	112.00	125	112	237	0.8
	Zone 800 Subtotal					125	112	237	0.8
900	TAZ 9	1.00	TAZ 9	123.00	109.00	123	109	232	0.8
	Zone 900 Subtotal					123	109	232	0.8
1000	TAZ 10	1.00	TAZ 10	8.00	8.00	8	8	16	0.1
	Zone 1000 Subtotal					8	8	16	0.1
1100	TAZ 11	1.00	TAZ 11	59.00	66.00	59	66	125	0.4
	Zone 1100 Subtotal					59	66	125	0.4
1200	TAZ 12	1.00	TAZ 12	114.00	97.00	114	97	211	0.7
	Zone 1200 Subtotal					114	97	211	0.7
1300	TAZ 13	1.00	TAZ 13	4.00	4.00	4	4	8	0.0
	Zone 1300 Subtotal					4	4	8	0.0
1400	TAZ 14	1.00	TAZ 14	180.00	189.00	180	189	369	1.2
	Zone 1400 Subtotal					180	189	369	1.2
1500	TAZ 15	1.00	TAZ 15	52.00	42.00	52	42	94	0.3
	Zone 1500 Subtotal					52	42	94	0.3

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400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1600	TAZ 16	1.00	TAZ 16	941.00	866.00	941	866	1807	5.9
	Zone 1600 Subtotal					941	866	1807	5.9
1700	TAZ 17	1.00	TAZ 17	153.00	120.00	153	120	273	0.9
	Zone 1700 Subtotal					153	120	273	0.9
TOTAL						15280	15115	30395	99.4

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (SR-1) / EL SEGUNDO BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	1	0	2	0 4	0	1	1	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	1596	219		180	1640	80		70	248	203		219	200	161	
Added Vol:	48	585	202		732	659	1		1	37	50		204	28	684	
HUGHES:	0	0	-75		0	0	0		0	0	0		-78	0	0	
Initial Fut:	301	2181	346		912	2299	81		71	285	253		345	228	845	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	301	2181	346		912	2299	81		71	285	253		345	228	845	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	2181	346		912	2299	81		71	285	253		345	228	845	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	301	2181	346		912	2299	81		71	285	253		345	228	845	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.45	0.55		2.00	4.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	5524	876		3200	6400	1600		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.39	0.39		0.28	0.36	0.05		0.04	0.09	0.16		0.11	0.07	0.53	
Crit Moves:		****			****				****						****	

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 SEPULVEDA BLVD (SR-1) / ROSECRANS AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	1404	323		505	1514	195		270	446	167		422	375	593	
Added Vol:	67	774	556		105	861	12		18	0	75		540	0	116	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	302	2178	879		610	2375	207		288	446	242		962	375	709	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	302	2178	879		610	2375	207		288	446	242		962	375	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	302	2178	879		610	2375	207		288	446	242		962	375	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	302	2178	879		610	2375	207		288	446	242		962	375	0	
OvlAdjVol:			398													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3200	6400	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.34	0.55		0.19	0.49	0.13		0.09	0.09	0.15		0.30	0.12	0.00	
OvlAdjV/S:			0.25													
Crit Moves:	****					****					****		****			

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
CMP ANALYSIS -LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 SEPULVEDA BLVD (SR-1) / ARTESIA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	
Volume Module:																
Base Vol:	44	1152	224		310	988	99		78	302	70		280	353	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	1152	224		310	988	99		78	302	70		280	353	367	
Added Vol:	0	1038	385		299	1109	51		56	8	0		447	8	302	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	2190	609		609	2097	150		134	310	70		727	361	669	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	2190	609		609	2097	150		134	310	70		727	361	669	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	2190	609		609	2097	150		134	310	70		727	361	669	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	2190	609		609	2097	150		134	310	70		727	361	669	
OvlAdjVol:															365	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.80	0.20		1.00	1.63	0.37		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4480	320		1600	2611	589		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.46	0.38		0.19	0.47	0.47		0.08	0.12	0.12		0.23	0.11	0.42	
OvlAdjV/S:															0.23	
Crit Moves:		****			****					****			****			

Appendix D

Sepulveda Boulevard (SR-1) / Project Access Southbound Left-Turn
HCM 95th Percentile Queueing Analysis Sheets

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX PM
Command:	EX PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
PM PEAK HOUR

Base Queue Report (cars)

	Northbound	Southbound	Eastbound	Westbound
Node Intersection	L -- T -- R	L -- T -- R	L -- T -- R	L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	1.0 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.1

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	EX SAT
Command:	EX SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Base Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	0.3 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.2

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	E+P PM
Command:	E+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	2.5 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	E+P SAT
Command:	E+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	PROJECT SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	EXISTING

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
EXISTING PLUS PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	1.1 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY NP PM
Command:	OY NP PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	1.1 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.1

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	OY NP SAT
Command:	OY NP SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE OY SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	0.4 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.2

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	OY+P PM
Command:	OY+P PM
Volume:	EX PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
PM PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	3.1 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.6

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	OY+P SAT
Command:	OY+P SAT
Volume:	EX SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C OY SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	OY

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
OPENING YEAR WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	1.3 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.5

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR NP PM
Command:	LR NP PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	2.6 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.2

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR NP SAT
Command:	LR NP SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	CUMULATIVE LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITHOUT PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000	[2Way95thQ]:	xxxx xxxx xxxx	0.7 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx 0.3

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	LR+P PM
Command:	LR+P PM
Volume:	LONG RANGE PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR PM
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
PM PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	7.5 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.8

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Scenario Report

Scenario:	LR+P SAT
Command:	LR+P SAT
Volume:	LONG RANGE SAT
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	P+C LR SAT
Trip Distribution:	DEFAULT
Paths:	Default Path
Routes:	Default Route
Configuration:	LR

400 SOUTH SEPULVEDA BLVD PROPOSED TOPGOLF TIA (JN 0003-2016-02)
LONG RANGE WITH PROJECT CONDITIONS
SATURDAY MID-DAY PEAK HOUR

Future Queue Report (cars)

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
#1000 [2Way95thQ]:	xxxx xxxx xxxx	2.7 xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx 0.7

Appendix E

List of Cumulative Projects

TABLE E-1
400 SOUTH SEPULVEDA BOULEVARD TOPGOLF CUMULATIVE PROJECTS (NEAR-TERM)

Project #	JURISDICTION	PROJECT	PROJECT DESCRIPTION
1	EL SEGUNDO	445 N. DOUGLAS ST	Proposed 332,137 SF Data Center
2	EL SEGUNDO	199 CONTINENTAL BLVD	71,000 SF, 152 room Hotel
3	EL SEGUNDO	540 E IMPERIAL AVE	304 Senior Housing / Assisted Living Facility or 58 Single and Multi-Family Residential Units (up to 175,000 SF)
4	EL SEGUNDO	2100 E EL SEGUNDO BLVD - RAYTHEON PHASE 1	92,960 Square Feet of Retail
5	EL SEGUNDO	455 CONTINENTAL BLVD	Add 300,000 SF R&D and office; 610-space parking structure; Total - 355,000 SF
6	EL SEGUNDO	888 N. SEPULVEDA	5-story, 190-room hotel; 111,350 SF
7	EL SEGUNDO	201 N DOUGLAS	New High School - Demolish 90,000 to 170,000 SF of existing onsite buildings; Construct new high school of 180,000 to 240,000 SF
8	EL SEGUNDO	400 DULEY ROAD	73,000 SF commercial office on vacant lot
9	EL SEGUNDO	525 N SEPULVEDA	6,952 SF addition to existing 98,548 SF hotel facility - A new 2-story addition including a new lobby containing the front desk, bar, lounge area and self-serve food area. As a side note, this project included a remodel of the hotel that resulted in a reduction of the number of rooms in the hotel from 263 to 246 rooms.
10	EL SEGUNDO	750 S DOUGLAS	4,986 SF addition to an existing industrial building
11	EL SEGUNDO	2275 MARIPOSA AVE	New 52,000 SF corporate office and 68,380 SF athletic training facility
12	EL SEGUNDO	500 S DOUGLAS ST	New 78,000 SF office building
13	EL SEGUNDO	123 NEVADA ST	New 4-unit commercial office/condo; 14,998 SF
14	EL SEGUNDO	2125 CAMPUS DR	New office/private hotel building; 121,450 SF hotel, 63,650 SF office space
15	EL SEGUNDO	1700 E IMPERIAL AVE	New 96,898 SF addition to existing 169,390 SF Boeing S-50 office building
16	EL SEGUNDO	123 LOMITA	One building 3-unit office/R&D/condo; 10,764 SF total
17	EL SEGUNDO	2130 E MAPLE DR	Two 4-unit office buildings; 19,486 SF total
18	EL SEGUNDO	140 SHELDON ST	Office/Warehouse; 7,116 SF
19	EL SEGUNDO	2171-2191 ROSECRANS	3 Restaurants and 1 bank; 13,570 SF total

TABLE E-2

400 SOUTH SEPULVEDA BOULEVARD TOPGOLF CUMULATIVE PROJECTS (LONG-RANGE)

Project #	JURISDICTION	PROJECT	PROJECT DESCRIPTION
1	EL SEGUNDO	445 N. DOUGLAS ST	Proposed 332,137 SF Data Center
2	EL SEGUNDO	199 CONTINENTAL BLVD	71,000 SF, 152-room Hotel
3	EL SEGUNDO	540 E IMPERIAL AVE	304 Senior Housing / Assisted Living Facility or 58 Single and Multi-Family Residential Units (up to 175,000 SF)
4	EL SEGUNDO	2100 E EL SEGUNDO BLVD - RAYTHEON	Office, Retail, Warehouse, Light Industrial; 2,089,090 SF Existing; 2,142,457 SF Proposed; 4,231,547 SF Total
5	EL SEGUNDO	455 CONTINENTAL BLVD	Add 300,000 SF R&D and office; 610-space parking structure; Total - 355,000 SF
6	EL SEGUNDO	888 N. SEPULVEDA	5-story, 190-room hotel; 111,350 SF
7	EL SEGUNDO	201 N DOUGLAS	New High School - Demolish 90,000 to 170,000 SF of existing onsite buildings; Construct new high school of 180,000 to 240,000 SF
8	EL SEGUNDO	400 DULEY ROAD	73,000 SF commercial office on vacant lot
9	EL SEGUNDO	525 N SEPULVEDA	6,952 SF addition to existing 98,548 SF hotel facility - A new 2-story addition including a new lobby containing the front desk, bar, lounge area and self-serve food area. As a side note, this project included a remodel of the hotel that resulted in a reduction of the number of rooms in the hotel from 263 to 246 rooms.
10	EL SEGUNDO	750 S DOUGLAS	4,986 SF addition to an existing industrial building
11	EL SEGUNDO	2275 MARIPOSA AVE	New 52,000 SF corporate office and 68,380 SF athletic training facility
12	EL SEGUNDO	500 S DOUGLAS ST	New 78,000 SF office building
13	EL SEGUNDO	123 NEVADA ST	New 4-unit commercial office/condo; 14,998 SF
14	EL SEGUNDO	2125 CAMPUS DR	New office/private hotel building; 121,450 SF hotel, 63,650 SF office space
15	EL SEGUNDO	1700 E IMPERIAL AVE	New 96,898 SF addition to existing 169,390 SF Boeing S-50 office building
16	EL SEGUNDO	123 LOMITA	One building 3-unit office/R&D/condo; 10,764 SF total
17	EL SEGUNDO	2130 E MAPLE DR	Two 4-unit office buildings; 19,486 SF total
18	EL SEGUNDO	140 SHELDON ST	Office/Warehouse; 7,116 SF
19	EL SEGUNDO	2171-2191 ROSECRANS	3 Restaurants and 1 bank; 13,570 SF total
20	LAWNDALE	HAWTHORNE BLVD SP	Hawthorne Boulevard Specific Plan and Rezone - May 2015 amendment to the original Specific Plan (adopted 1999) to create a new Retail Commercial zone and change an area from the Office Commercial zone to the new Retail Commercial zone. Addition of the new zone to the Specific Plan was intended to promote restaurant and retail uses around the intersection of Hawthorne Boulevard and Manhattan Beach Boulevard and to protect important sources of sales tax revenue. The "project" resulted in rezoning the geographical area near this intersection such that the allowed land uses are those primarily associated with restaurant and retail development.
21	LAWNDALE	15701 CONDON AVE	Waxman's Gym - 3,960 SF / Weightlifting training gym in an existing commercial development complex.
22	LAWNDALE	16601 HAWTHORNE BLVD	Construction of a new 3,020 SF, 2-story commercial dental office w/ tuck-under parking.
23	LAWNDALE	4470 ROSECRANS AVE	Auto dealership - Two existing buildings: Building "A" - 4,320 SF; Building "B" - 2,730 SF. Reuse of existing structures/no new construction.
24	HERMOSA BEACH	11 & 19 PIER AVE	3-story boutique hotel with 100 hotel rooms and approximately 22,461 SF of retail, restaurant, and public uses. Gross floor area, including hotel, restaurant/retail, corridors, lobby, office, and back-of-house areas is approximately 155,030 SF. 178 onsite parking spaces within two levels of subterranean parking.
25	HERMOSA BEACH	1429 HERMOSA AVE	H20 Hotel - 30,250+ SF Hotel with 30 rooms and common areas; 37 parking spaces
26	HERMOSA BEACH	2851 PCH	Skechers Design Center and Executive Offices Site 1: Hermosa Beach - Demolition of existing onsite structures and new construction of 100,296 SF Design Center, 20,207 SF Executive Offices, 609 parking spaces Site 2: Manhattan Beach - Demolition of 15,237 SF existing buildings and new construction of 37,174 SF office building with 199-space parking garage Site 3: Manhattan Beach - Demolition of existing buildings and new construction of 20,328 SF addition to existing 54,875 SF office building; Expand existing 4-floor, subterranean parking garage with 270 spaces with addition of 119 new parking spaces.
27	MANHATTAN BEACH	8TH/SEPULVEDA	Gelson's Market - Manhattan Beach: Construction of an approximately 28,000 SF grocery building with loading dock and outdoor patio seating area, and a 7,000 SF neighborhood-serving bank. Demolition of existing auto body shop and stand-alone auto showroom.

TABLE E-2
400 SOUTH SEPULVEDA BOULEVARD TOPGOLF CUMULATIVE PROJECTS (LONG-RANGE)

Project #	JURISDICTION	PROJECT	PROJECT DESCRIPTION
28	REDONDO BEACH	PORTOFINO WAY	RB Waterfront Project - Demolition of 221,347 SF of existing structures, demolition/renovation of the existing pier parking structure, and construction/renovation of up to approximately 523,732 SF (289,906 SF net new development) to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. The proposed project includes public recreation enhancements such as a new boat launch ramp, improvements to Seaside Lagoon, new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.
29	REDONDO BEACH	1700 S PACIFIC COAST HWY	Mixed-use development consisting of a 115 residential apartment units with 23,800-SF of commercial development; 251,701 SF total.
30	REDONDO BEACH	PORTOFINO WAY	Waterfront Development Project; Approx. 511,460 SF. The project would revitalize approximately 36 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The project also proposes substantial improvements in site connectivity, public access and public views to and along the waterfront. The proposed project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor serving uses. As such, the proposed project seeks to integrate the best of the public and private needs and interests in a revitalized village providing broad coastal access and enjoyment. The proposed project is designed to reconnect the public with the waterfront and to help resolve a long-standing separation of uses and disconnection from the community. The main components include proposed demolition of approximately 207,402 SF of existing structures (which includes demolition of all buildings/structures with the exception of Kincaid's and the restroom facility at the Seaside Lagoon, which equals approximately 12,479 square feet), demolition/renovation of the existing pier parking structure (approximately 495,000 SF), and construction/renovation of up to approximately 511,460 SF (304,058 SF new development) to include retail, restaurant, creative office, specialty cinema, a market hall, an approximately 130-room boutique hotel with retail uses on the ground floor, and two new parking structures. The new parking structure in the northern portion of the project site would be approximately 261,000 square feet and three stories with parking on four levels, including the roof. The replacement parking structure (347,340 SF) on the southern portion of the site would be two stories with five levels of parking. The proposed project includes public recreation enhancements such as a new boat launch ramp, improvements to Seaside Lagoon, new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue. The project includes two options for the Sportfishing Pier: 1) replacement of the pier and building; and, 2) no pier replacement; relocation of the building square footage into the northern landside development.
31	REDONDO BEACH	600 N PACIFIC COAST HWY	Conditional Use Permit for expansion of an existing automobile sales office/lot currently located on the adjacent property at 610 N. Pacific Coast Highway. Project would expand existing use into adjacent lot located at 600 N. Pacific Coast Highway to allow for parking of additional cars. Improvements would include re-paving, striping, and landscaping. No additional buildings will be constructed as part of the project.
32	REDONDO BEACH	1815 HAWTHORNE BLVD	South Bay Galleria Improvement Project - Modifications and additions to the existing 29.85-acre South Bay Galleria Mall. The proposed project would redesign portions of the site by combining expanded retail and dining venues with open-air promenades, office, hotel, and residential development. Retail square footage including department stores, mall shops, dining and entertainment would increase by up to 217,864 SF, an increase of approximately 22 percent over the existing mall square footage. Overall density of development on the site (including retail, office, hotel, and housing) will increase to a maximum 1,943,965 SF of building floor area, an increase of approximately 100 percent over current conditions. In addition, the proposed project will include a hotel of up to 150 rooms and up to 650 residential units (townhomes, condos, and/or apartment homes).
33	LA COUNTY	11814, 11816, 11824 AVIATOIN BLVD	Demolish 3 existing structures; Construct new 128-unit, 73,730 SF 6-story hotel w/ 50 surface parking spaces on ground level.
34	LA COUNTY	11810 AVIATION BLVD	New two-story professional office building, total of 2,967 SF
35	TORRANCE	5215 TORRANCE BLVD	175,000 SF of new medical office building space in two buildings, on currently vacant site
36	TORRANCE	20790 HAWTHORNE BLVD	4,000 SF Expansion to existing retail/office building
37	TORRANCE	4223 EMERALD ST	New construction of 6,000 SF recording studio and 709 SF dance studio to existing Salvation Army campus
38	TORRANCE	305 CRENSHAW BLVD	Two industrial buildings (90,000 SF total)
39	TORRANCE	465 CRENSHAW BLVD	17,800 SF Regional Transit Center w/ 3,100 SF food/service on a formerly vacant site. No specific uses identified to date; likely 50 percent restaurant, 50 percent retail service.
40	TORRANCE	24000 GARNIER ST	36,866 SF medical office building on a vacant parking lot
41	TORRANCE	2600 DEL AMO BLVD	Construction of a 160,000 SF home improvement store and 40,500 SF Saw Mill on a formerly outdoor inventory and employee rec area
42	TORRANCE	570 ALASKA AVE	Construction of a 31,015 SF warehouse building

TABLE E-2

400 SOUTH SEPULVEDA BOULEVARD TOPGOLF CUMULATIVE PROJECTS (LONG-RANGE)

Project #	JURISDICTION	PROJECT	PROJECT DESCRIPTION
43	TORRANCE	7525-023-024 NW OF HAWTHORNE/CARSON	190 DU independent living, 100 DU assisted living (115 beds) & 70-room hotel (not a facility)
44	TORRANCE	2640 LOMITA BLVD	165,529 SF Costco store; 4,660 SF carwash & 1- pump gas station; 75,000 SF of medical office (Costco opened June 2nd, but the remaining MOB yet to be developed)
45	TORRANCE	4088-002-021 NW OF PRAIRE/176TH ST	62-unit senior condo complex and 3,000 SF of commercial service area (not a facility)
46	TORRANCE	21515 HAWTHORNE BLVD	45,000 SF new health club/gym, 12,000 sf new restaurant pad/patio, and conversion of existing 85,000 SF of office space to medical area
47	TORRANCE	23550 HAWTHORNE BLVD	Construction of a new 1,500 SF restaurant and new 2,000 SF bank building on formerly surface parking lot for existing center
48	TORRANCE	24444 HAWTHORNE BLVD	New mixed-use complex with 2,700 SF of office space and 8 residential units
49	TORRANCE	1750 214TH ST	Addition of 30,000 SF warehouse and 13,000 SF manufacturing space to existing office/R&D warehouse complex on vacant former lumber yard
50	TORRANCE	19950 MARINER AVE	Conversion of 6,100 SF of an existing 12,500 SF office building to a childcare facility
51	TORRANCE	2435 SEPULVEDA BLVD	New one-story 2,970 SF commercial/retail building replacing a 712 SF restaurant (restaurant to be demolished)
52	TORRANCE	SWC VIA VALMONTE/HAWTHORNE	305-unit multi-family residential development
53	HAWTHORNE	13403 KORNBLUM	12 residential units (multi-family/condominiums)
54	HAWTHORNE	14135 CERISE	Density Bonus - Construction of 127 new residential units (affordable housing)
55	HAWTHORNE	14105-14137 CHADRON AVE	Density Bonus - Construction of 109 new residential units (24 units affordable to moderate income households)
56	HAWTHORNE	14004 DOTY AVE	Density Bonus - Construction of 22 new residential units (6 of which are for moderate income households)
57	HAWTHORNE	3670 W IMPERIAL HWY	72 condominium units
58	HAWTHORNE	14501 HINDRY AVE	Costco Gas Station Expansion - Construct 3 additional dispensers (2 fueling positions per dispenser and expansion of overhead canopy) for a total of 11 fuel dispensers and 22 fueling stations.
59	HAWTHORNE	12530 PRAIRE AVE	Costco Gas Station - Improvements to existing Costco business center (120,500 SF building). Project proposes a new gas station with 2 islands, 6 fueling stations, and a 4,510 SF overhead canopy.
60	HAWTHORNE	11416 INGLEWOOD AVE	13 condominium units - VTTM 73025
61	HAWTHORNE	3670 IMPERIAL HWY	Mixed-Use development: Approx. 13,938 SF of commercial and 48 condominiums
62	HAWTHORNE	12000 HAWTHORNE BLVD	Mixture of residential, commercial, and office space. It is currently unknown when plans will be submitted for the proposed uses.
63	HAWTHORNE	Bounded by Ramona Ave. to the west, 116th St. to the	Former RFK Hospital - Proposed 128 single-family homes
64	HAWTHORNE	Plan Area: along Hawthorne Blvd., from 105 Fwy. to R	Downtown Hawthorne Specific Plan - Aimed at revitalization of City's historic downtown corridor. The Specific Plan designates five land use areas (Residential, Commercial, Hospitality, Mixed-Use and Public/Quasi Public) and four opportunity sites known as Transformative Projects. Allows for future development of enhanced multi-modal transit, pedestrian, and bicycle improvements; commercial retail; mixed-use; dining/restaurants; hotel development; range of housing options; public plazas and gathering spaces; revitalization of existing buildings; public infrastructure; and, public parking. Specific Plan Area totals approximately 786 acres, or 1.23 square miles. Buildout Development Potential by Year 2035 would allow for the following (maximum): 7,441 residential dwelling units (6,175 residential units; 1,266 mixed-use); 95,600 SF non-residential use within the Residential land use designation; 2,459,500 SF commercial; 1,111,000 SF Hospitality uses; 3,865,900 SF Mixed-Use (which includes the Hawthorne Mall Transformative Project, and assumes net development buildout for non-residential use of 1,201,400 SF which takes into account the current vacant of the Hawthorne Mall); and, 430,700 SF Public/Quasi-Public Use.
65	HAWTHORNE	14412 YUKON AVE	11 residential units
66	HAWTHORNE	3857 W 139TH ST	12 residential units
67	HAWTHORNE	12918 CERISE AVE	Los Angeles Ale Works - Construction of 18,995 SF brewery, tasting room, and outdoor patio
68	HAWTHORNE	5151 EL SEGUNDO BLVD	136-room hotel
69	HAWTHORNE	Plan Area: On the east side of Crenshaw Blvd. betwee	Green Line Mixed-Use Specific Plan: Mixed-use development - Approximately 305 high-quality, multi-family residential units and 11,020 SF of retail, including restaurant space.
70	HAWTHORNE	2815 W EL SEGUNDO BLVD	Amazon Distribution Center - New construction of 199,278 SF (Warehouse 171,215 SF and Office Space 28,215 SF)

TABLE E-2
400 SOUTH SEPULVEDA BOULEVARD TOPGOLF CUMULATIVE PROJECTS (LONG-RANGE)

Project #	JURISDICTION	PROJECT	PROJECT DESCRIPTION
71	HAWTHORNE	11998 HAWTHORNE BLVD	Eco Village Specific Plan - Promenade mixed-use development: 5-story, 42,500 SF mixed-use building (50 residential units, 36,330 SF of residential parking, 27,000 SF of commercial parking, 8,500 SF of retail use)
72	HAWTHORNE	3659 ROSECRANS AVE	Mixed-Use/Density bonus application - Construction of 100 new residential units.
73	MANHATTAN BEACH	330 S SEPULVEDA BLVD	20,328 SF office addition replacing abutting car wash
74	MANHATTAN BEACH	305 S SEPULVEDA BLVD	37,174 SF office building
75	MANHATTAN BEACH	400 S SEPULVEDA BLVD	40,000 SF medical office to replace 40,000 SF of general office
76	MANHATTAN BEACH	1800 MANHATTAN BEACH BLVD	Convert 3 apartment units to 3,000 SF office
77	MANHATTAN BEACH	2205 SEPULVEDA BLVD	Replace 1,040 SF hair salon to 4,700 SF office
78	MANHATTAN BEACH	1762 MANHATTAN BEACH BLVD	Convert single-family residential to 1,800 SF medical office and one apartment unit
79	MANHATTAN BEACH	757-761 MANHATTAN BEACH BLVD	Use Permit and Vesting Tentative Parcel Map 72494 for redevelopment of a 4-duplex site (8 units) with construction of five new condo units with 2-car garages. Total of 10,102 SF.
80	MANHATTAN BEACH	707 N SEPULVEDA BLVD	27,500 SF supermarket with 52-seat restaurant conversion from automotive to grocery store and new 7,000 SF bank building
81	MANHATTAN BEACH	3200 SEPULVEDA BLVD	110,000+ SF Manhattan Village Mall Expansion: Phase I - 50,000 SF new retail space / Phase II - 60,000 SF consolidation and expansion of Macy's. Maintain Phase I north parking structure as ground plus two levels of parking. Install 30 additional parking spaces.
82	MANHATTAN BEACH	1101 AVIATION BLVD	5,000 SF medical office building
83	MANHATTAN BEACH	213 MANHATTAN BEACH BLVD	6,927 SF retail and office building
84	MANHATTAN BEACH	1133 ARTESIA BLVD	12,000 SF conversion from fitness center to grocery store
85	MANHATTAN BEACH	1000 N SEPULVEDA BLVD	25,350 SF medical office building including 23,050 SF (medical office), 665 SF (pharmacy), 1,715 SF (coffee shop), -5,400 SF (existing restaurant)
86	MANHATTAN BEACH	865 MANHATTAN BEACH BLVD	15,000 SF office building including 700 SF deli
87	MANHATTAN BEACH	1129 N SEPULVEDA BLVD	4,000 SF bank and 2,000 SF retail; demolition of existing gas station
88	MANHATTAN BEACH	1100 MANHATTAN BEACH BLVD	13,000 SF retail (existing 8,600 SF gas station to be removed)
89	MANHATTAN BEACH	1050 DUNCAN AVE	Demolition of 15,237 SF existing buildings and new construct ion of a 37,174 SF office building with 199 space parking garage
90	MANHATTAN BEACH	330 S SEPULVEDA BLVD	Demolition of existing buildings and construction of a 20,328 SF addition to existing 54,875 SF office building; Expand existing 4-floor, subterranean parking garage with 270 spaces with addition of 119 new parking spaces.
91	INGLEWOOD	1050 S PRAIRIE AVE	80,000 seat sport stadium; 6,000-seat performance venue; 2,500 residential dwelling units; 890,000 SF retail; 780,000 SF office space; 120,000 SF casino; 300-room hotel; 25 acres of open space; 4-acre civic center.
92	LAX	SPECIFIC PLAN AMENDMENT	Relocation of Runway 6L/24R 260 feet north; construction of a centerline taxiway; easterly extension of Runway 6R/24L; improvements to north airfield taxiways; development/redevelopment /extension of Terminal 0, Terminal 3, Tom Bradley International Terminal, and future Midfield Satellite Concourse; 153 passenger gates; development of an Intermodal Transportation Facility, consolidated Rent-a-Car facility (CONRAC), and parking outside of the Central Terminal Area (CTA); construction of an Automated People Mover to link new facilities to the CTA and provide connectivity with planned Metro facilities.
93	LAX	LAX NORTH SIDE PLAN	LAX Northside Sub-Area of the LAX Specific Plan - Development/redevelopment of undeveloped land and existing golf course; 470,000 SF mixed-use (retail, restaurant, hotel, office); 215,000 SF community/civic use; 1,025,000 SF office/research and development use; 10,000 recreation support/open space; and, 600,000 SF airport support.

Appendix F

Average Daily Traffic Volumes

Table F-1
Study Area Roadway Segment *Weekday* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekday)	Project Forecast Assignment (Weekday)	Cumulative Project Forecast Assignment (Near-Term) (Weekday)	Cumulative Project Forecast Assignment (Long-Range)	Forecast Existing Plus Project Conditions (Weekday)	Forecast Near-Term Without Project Conditions (Weekday)	Forecast Near-Term With Project Conditions (Weekday)	Forecast Long-Range Without Project Conditions (Weekday)	Forecast Long-Range With Project Conditions (Weekday)
1. Sepulveda Blvd (SR-1)	North of El Segundo Blvd	52,284	224	3,340	31,800	52,508	56,147	56,371	84,084	84,308
2. Sepulveda Blvd (SR-1)	From El Segundo Blvd to Project Access	61,188	1,078	3,512	19,038	62,266	65,312	66,390	80,226	81,304
3. Sepulveda Blvd (SR-1)	From Project Access to Hughes Way	59,640	638	3,512	19,038	60,278	63,748	64,386	78,678	79,316
4. Sepulveda Blvd (SR-1)	From Hughes Way to Park Place	57,792	1,164	3,890	21,696	58,956	62,260	63,424	79,488	80,652
5. Sepulveda Blvd (SR-1)	From Park Place to Rosecrans Ave	66,204	1,164	3,890	21,696	67,368	70,756	71,920	87,900	89,064
6. Sepulveda Blvd (SR-1)	From Rosecrans Ave to 33rd St	58,128	964	2,480	31,310	59,092	61,189	62,153	89,438	90,402
7. Sepulveda Blvd (SR-1)	From 33rd St to 30th Street	51,324	740	2,480	31,150	52,064	54,317	55,057	82,474	83,214
8. Sepulveda Blvd (SR-1)	From 30th Street to Marine Ave	53,916	740	2,480	31,734	54,656	56,935	57,675	85,650	86,390
9. Sepulveda Blvd (SR-1)	From Marine Ave to 18th St	52,236	740	2,020	32,442	52,976	54,778	55,518	84,678	85,418
10. Sepulveda Blvd (SR-1)	From 18th St to Manhattan Beach Blvd	50,328	740	2,020	32,442	51,068	52,851	53,591	82,770	83,510
11. Sepulveda Blvd (SR-1)	From Manhattan Beach Blvd to 8th St	48,492	470	1,788	32,908	48,962	50,765	51,235	81,400	81,870
12. Sepulveda Blvd (SR-1)	From 8th St to 2nd St	47,400	470	1,788	31,894	47,870	49,662	50,132	79,294	79,764
13. Sepulveda Blvd (SR-1)	From 2nd St to Longfellow Dr	46,476	470	1,788	31,574	46,946	48,729	49,199	78,050	78,520
14. Sepulveda Blvd (SR-1)	From Longfellow Dr to Artesia Blvd	46,200	470	1,788	31,496	46,670	48,450	48,920	77,696	78,166
15. Sepulveda Blvd (SR-1)	South of Artesia Blvd	42,780	246	1,606	33,032	43,026	44,814	45,060	75,812	76,058
16. La Cienega Blvd	North of I-405 SB Ramps	14,676	0	0	0	14,676	14,823	14,823	14,676	14,676

Table F-1
Study Area Roadway Segment *Weekday* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekday)	Project Forecast Assignment (Weekday)	Cumulative Project Forecast Assignment (Near-Term) (Weekday)	Cumulative Project Forecast Assignment (Long-Range)	Forecast Existing Plus Project Conditions (Weekday)	Forecast Near-Term Without Project Conditions (Weekday)	Forecast Near-Term With Project Conditions (Weekday)	Forecast Long-Range Without Project Conditions (Weekday)	Forecast Long-Range With Project Conditions (Weekday)
17. La Cienega Blvd	South of I-405 SB Ramps	21,336	202	1,247	12,694	21,538	22,796	22,998	34,030	34,232
18. El Segundo Blvd	West of Sepulveda Blvd (SR-1)	22,356	0	976	2,006	22,356	23,556	23,556	24,362	24,362
19. El Segundo Blvd	From Sepulveda Blvd (SR-1) to Continental Blvd	23,508	854	5,380	24,816	24,362	29,123	29,977	48,324	49,178
20. El Segundo Blvd	From Continental Blvd to Nash St	27,852	854	4,144	22,558	28,706	32,275	33,129	50,410	51,264
21. El Segundo Blvd	From Nash St to Douglas St	33,780	854	8,056	32,170	34,634	42,174	43,028	65,950	66,804
22. El Segundo Blvd	From Douglas St to Aviation Blvd	40,092	854	11,402	35,516	40,946	51,895	52,749	75,608	76,462
23. El Segundo Blvd	From Aviation Blvd to Isis Ave	43,740	854	9,770	32,960	44,594	53,947	54,801	76,700	77,554
24. El Segundo Blvd	From Isis Ave to I-405 SB Ramps	48,492	854	9,462	33,244	49,346	58,439	59,293	81,736	82,590
25. El Segundo Blvd	From I-405 SB Ramps to La Cienega Blvd	38,412	741	7,358	27,743	39,153	46,154	46,895	66,155	66,896
26. El Segundo Blvd	From La Cienega Blvd to I-405 NB Ramps	49,920	539	6,111	32,583	50,459	56,530	57,069	82,503	83,042
27. El Segundo Blvd	East of I-405 NB Ramps	42,384	224	2,760	31,922	42,608	45,568	45,792	74,306	74,530
28. Project Site Access	East of Sepulveda Blvd (SR-1)	1,656	1,604	0	0	3,260	1,673	3,277	1,656	3,260
29. Hughes Way	West of Sepulveda Blvd (SR-1)	2,100	0	0	0	2,100	2,121	2,121	2,100	2,100
30. Hughes Way	From Sepulveda Blvd (SR-1) to Project Site Access	6,744	638	378	2,658	7,382	7,189	7,827	9,402	10,040
31. Hughes Way	East of Project Site Access	6,300	0	378	2,658	6,300	6,741	6,741	8,958	8,958
32. Park Place	East of Sepulveda Blvd (SR-1)	12,492	0	0	0	12,492	12,617	12,617	12,492	12,492

Table F-1
Study Area Roadway Segment *Weekday* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekday)	Project Forecast Assignment (Weekday)	Cumulative Project Forecast Assignment (Near-Term) (Weekday)	Cumulative Project Forecast Assignment (Long-Range)	Forecast Existing Plus Project Conditions (Weekday)	Forecast Near-Term Without Project Conditions (Weekday)	Forecast Near-Term With Project Conditions (Weekday)	Forecast Long-Range Without Project Conditions (Weekday)	Forecast Long-Range With Project Conditions (Weekday)
33. Rosecrans Ave	West of Sepulveda Blvd (SR-1)	27,600	0	384	1,878	27,600	28,260	28,260	29,478	29,478
34. Rosecrans Ave	East of Sepulveda Blvd (SR-1)	34,140	200	1,354	13,938	34,340	35,835	36,035	48,078	48,278
35. 33rd St	West of Sepulveda Blvd (SR-1)	3,360	112	0	80	3,472	3,394	3,506	3,440	3,552
36. 33rd St	East of Sepulveda Blvd (SR-1)	7,308	0	0	0	7,308	7,381	7,381	7,308	7,308
37. 30th St	West of Sepulveda Blvd (SR-1)	1,044	0	0	194	1,044	1,054	1,054	1,238	1,238
38. 30th St	East of Sepulveda Blvd (SR-1)	5,544	0	0	3,898	5,544	5,599	5,599	9,442	9,442
39. Marine Ave	West of Sepulveda Blvd (SR-1)	14,004	0	230	482	14,004	14,374	14,374	14,486	14,486
40. Marine Ave	East of Sepulveda Blvd (SR-1)	18,636	0	230	1,722	18,636	19,052	19,052	20,358	20,358
41. 18th St	East of Sepulveda Blvd (SR-1)	1,428	0	0	0	1,428	1,442	1,442	1,428	1,428
42. Manhattan Beach Blvd	East of Sepulveda Blvd (SR-1)	20,988	156	154	3,158	21,144	21,352	21,508	24,146	24,302
43. Manhattan Beach Blvd	West of Sepulveda Blvd (SR-1)	21,900	112	76	3,550	22,012	22,195	22,307	25,450	25,562
44. 8th St	East of Sepulveda Blvd (SR-1)	1,668	0	0	3,198	1,668	1,685	1,685	4,866	4,866
45. 8th St	West of Sepulveda Blvd (SR-1)	2,316	0	0	320	2,316	2,339	2,339	2,636	2,636
46. 2nd St	East of Sepulveda Blvd (SR-1)	4,488	0	0	160	4,488	4,533	4,533	4,648	4,648
47. 2nd St	West of Sepulveda Blvd (SR-1)	3,408	0	0	160	3,408	3,442	3,442	3,568	3,568
48. Longfellow Dr	East of Sepulveda Blvd (SR-1)	1,308	0	0	160	1,308	1,321	1,321	1,468	1,468

Table F-1
Study Area Roadway Segment *Weekday* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekday)	Project Forecast Assignment (Weekday)	Cumulative Project Forecast Assignment (Near-Term) (Weekday)	Cumulative Project Forecast Assignment (Long-Range)	Forecast Existing Plus Project Conditions (Weekday)	Forecast Near-Term Without Project Conditions (Weekday)	Forecast Near-Term With Project Conditions (Weekday)	Forecast Long-Range Without Project Conditions (Weekday)	Forecast Long-Range With Project Conditions (Weekday)
49. Longfellow Dr	West of Sepulveda Blvd (SR-1)	2,052	0	0	0	2,052	2,073	2,073	2,052	2,052
50. Artesia Blvd	East of Sepulveda Blvd (SR-1)	13,428	112	0	1,180	13,540	13,562	13,674	14,608	14,720
51. Artesia Blvd	West of Sepulveda Blvd (SR-1)	26,544	112	184	15,678	26,656	26,993	27,105	42,222	42,334

Notes: * = The existing ADT volumes presented are derived from the existing peak hour traffic volumes at the study intersections.

Table F-2
Study Area Roadway Segment *Weekend* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekend)	Project Forecast Assignment (Weekend)	Cumulative Project Forecast Assignment (Near-Term) (Weekend)	Cumulative Project Forecast Assignment (Long-Range) (Weekend)	Forecast Existing Plus Project Conditions (Weekend)	Forecast Near-Term Without Project Conditions (Weekend)	Forecast Near-Term With Project Conditions (Weekend)	Forecast Long-Range Without Project Conditions (Weekend)	Forecast Long-Range With Project Conditions (Weekend)
1. Sepulveda Blvd (SR-1)	North of El Segundo Blvd	44,724	376	2,124	25,498	45,100	47,295	47,671	70,222	70,598
2. Sepulveda Blvd (SR-1)	From El Segundo Blvd to Project Access	49,560	1,810	1,778	16,062	51,370	51,834	53,644	65,622	67,432
3. Sepulveda Blvd (SR-1)	From Project Access to Hughes Way	47,364	1,072	1,778	16,062	48,436	49,616	50,688	63,426	64,498
4. Sepulveda Blvd (SR-1)	From Hughes Way to Park Place	45,000	1,956	2,122	17,076	46,956	47,572	49,528	62,076	64,032
5. Sepulveda Blvd (SR-1)	From Park Place to Rosecrans Ave	54,624	1,956	2,122	17,076	56,580	57,292	59,248	71,700	73,656
6. Sepulveda Blvd (SR-1)	From Rosecrans Ave to 33rd St	50,652	1,620	1,280	26,992	52,272	52,439	54,059	77,644	79,264
7. Sepulveda Blvd (SR-1)	From 33rd St to 30th Street	45,312	1,242	1,280	26,864	46,554	47,045	48,287	72,176	73,418
8. Sepulveda Blvd (SR-1)	From 30th Street to Marine Ave	46,200	1,242	1,280	27,474	47,442	47,942	49,184	73,674	74,916
9. Sepulveda Blvd (SR-1)	From Marine Ave to 18th St	45,180	1,242	1,038	28,112	46,422	46,670	47,912	73,292	74,534
10. Sepulveda Blvd (SR-1)	From 18th St to Manhattan Beach Blvd	45,624	1,242	1,038	28,112	46,866	47,118	48,360	73,736	74,978
11. Sepulveda Blvd (SR-1)	From Manhattan Beach Blvd to 8th St	41,628	790	916	28,568	42,418	42,960	43,750	70,196	70,986
12. Sepulveda Blvd (SR-1)	From 8th St to 2nd St	38,292	790	916	27,474	39,082	39,591	40,381	65,766	66,556
13. Sepulveda Blvd (SR-1)	From 2nd St to Longfellow Dr	37,800	790	916	26,892	38,590	39,094	39,884	64,692	65,482
14. Sepulveda Blvd (SR-1)	From Longfellow Dr to Artesia Blvd	37,692	790	916	26,672	38,482	38,985	39,775	64,364	65,154
15. Sepulveda Blvd (SR-1)	South of Artesia Blvd	33,096	414	786	26,572	33,510	34,213	34,627	59,668	60,082
16. La Cienega Blvd	North of I-405 SB Ramps	5,856	0	0	0	5,856	5,915	5,915	5,856	5,856

Table F-2
Study Area Roadway Segment *Weekend* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekend)	Project Forecast Assignment (Weekend)	Cumulative Project Forecast Assignment (Near-Term) (Weekend)	Cumulative Project Forecast Assignment (Long-Range) (Weekend)	Forecast Existing Plus Project Conditions (Weekend)	Forecast Near-Term Without Project Conditions (Weekend)	Forecast Near-Term With Project Conditions (Weekend)	Forecast Long-Range Without Project Conditions (Weekend)	Forecast Long-Range With Project Conditions (Weekend)
17. La Cienega Blvd	South of I-405 SB Ramps	10,884	339	617	10,337	11,223	11,610	11,949	21,221	21,560
18. El Segundo Blvd	West of Sepulveda Blvd (SR-1)	12,648	0	432	1,602	12,648	13,206	13,206	14,250	14,250
19. El Segundo Blvd	From Sepulveda Blvd (SR-1) to Continental Blvd	14,748	1,434	2,916	17,530	16,182	17,811	19,245	32,278	33,712
20. El Segundo Blvd	From Continental Blvd to Nash St	15,864	1,434	2,400	16,728	17,298	18,423	19,857	32,592	34,026
21. El Segundo Blvd	From Nash St to Douglas St	17,352	1,434	4,608	20,612	18,786	22,134	23,568	37,964	39,398
22. El Segundo Blvd	From Douglas St to Aviation Blvd	19,644	1,434	6,004	22,006	21,078	25,844	27,278	41,650	43,084
23. El Segundo Blvd	From Aviation Blvd to Isis Ave	22,512	1,434	4,694	19,868	23,946	27,431	28,865	42,380	43,814
24. El Segundo Blvd	From Isis Ave to I-405 SB Ramps	24,516	1,434	4,590	20,344	25,950	29,351	30,785	44,860	46,294
25. El Segundo Blvd	From I-405 SB Ramps to La Cienega Blvd	20,928	1,244	3,730	17,944	22,172	24,867	26,111	38,872	40,116
26. El Segundo Blvd	From La Cienega Blvd to I-405 NB Ramps	28,248	905	3,113	25,667	29,153	31,643	32,548	53,915	54,820
27. El Segundo Blvd	East of I-405 NB Ramps	23,124	376	1,634	30,992	23,500	24,989	25,365	54,116	54,492
28. Project Site Access	East of Sepulveda Blvd (SR-1)	1,164	2,694	0	0	3,858	1,176	3,870	1,164	3,858
29. Hughes Way	West of Sepulveda Blvd (SR-1)	492	0	0	0	492	497	497	492	492
30. Hughes Way	From Sepulveda Blvd (SR-1) to Project Site Access	3,312	1,072	344	1,014	4,384	3,689	4,761	4,326	5,398
31. Hughes Way	East of Project Site Access	3,048	0	344	1,014	3,048	3,422	3,422	4,062	4,062
32. Park Place	East of Sepulveda Blvd (SR-1)	17,424	0	0	0	17,424	17,598	17,598	17,424	17,424

Table F-2
Study Area Roadway Segment *Weekend* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekend)	Project Forecast Assignment (Weekend)	Cumulative Project Forecast Assignment (Near-Term) (Weekend)	Cumulative Project Forecast Assignment (Long-Range) (Weekend)	Forecast Existing Plus Project Conditions (Weekend)	Forecast Near-Term Without Project Conditions (Weekend)	Forecast Near-Term With Project Conditions (Weekend)	Forecast Long-Range Without Project Conditions (Weekend)	Forecast Long-Range With Project Conditions (Weekend)
33. Rosecrans Ave	West of Sepulveda Blvd (SR-1)	20,256	0	174	1,426	20,256	20,633	20,633	21,682	21,682
34. Rosecrans Ave	East of Sepulveda Blvd (SR-1)	31,968	336	938	13,054	32,304	33,226	33,562	45,022	45,358
35. 33rd St	West of Sepulveda Blvd (SR-1)	3,408	188	0	64	3,596	3,442	3,630	3,472	3,660
36. 33rd St	East of Sepulveda Blvd (SR-1)	8,988	0	0	0	8,988	9,078	9,078	8,988	8,988
37. 30th St	West of Sepulveda Blvd (SR-1)	972	0	0	204	972	982	982	1,176	1,176
38. 30th St	East of Sepulveda Blvd (SR-1)	6,744	0	0	4,068	6,744	6,811	6,811	10,812	10,812
39. Marine Ave	West of Sepulveda Blvd (SR-1)	9,624	0	122	322	9,624	9,842	9,842	9,946	9,946
40. Marine Ave	East of Sepulveda Blvd (SR-1)	14,580	0	122	1,374	14,580	14,848	14,848	15,954	15,954
41. 18th St	East of Sepulveda Blvd (SR-1)	1,632	0	0	0	1,632	1,648	1,648	1,632	1,632
42. Manhattan Beach Blvd	East of Sepulveda Blvd (SR-1)	19,380	264	52	3,056	19,644	19,626	19,890	22,436	22,700
43. Manhattan Beach Blvd	West of Sepulveda Blvd (SR-1)	18,816	188	68	3,324	19,004	19,072	19,260	22,140	22,328
44. 8th St	East of Sepulveda Blvd (SR-1)	1,428	0	0	5,822	1,428	1,442	1,442	7,250	7,250
45. 8th St	West of Sepulveda Blvd (SR-1)	1,968	0	0	582	1,968	1,988	1,988	2,550	2,550
46. 2nd St	East of Sepulveda Blvd (SR-1)	2,916	0	0	292	2,916	2,945	2,945	3,208	3,208
47. 2nd St	West of Sepulveda Blvd (SR-1)	2,772	0	0	292	2,772	2,800	2,800	3,064	3,064
48. Longfellow Dr	East of Sepulveda Blvd (SR-1)	660	0	0	292	660	667	667	952	952

Table F-2
Study Area Roadway Segment *Weekend* Average Daily Traffic Volumes

Roadway	Segment	Existing Conditions * (Weekend)	Project Forecast Assignment (Weekend)	Cumulative Project Forecast Assignment (Near-Term) (Weekend)	Cumulative Project Forecast Assignment (Long-Range) (Weekend)	Forecast Existing Plus Project Conditions (Weekend)	Forecast Near-Term Without Project Conditions (Weekend)	Forecast Near-Term With Project Conditions (Weekend)	Forecast Long-Range Without Project Conditions (Weekend)	Forecast Long-Range With Project Conditions (Weekend)
49. Longfellow Dr	West of Sepulveda Blvd (SR-1)	816	0	0	0	816	824	824	816	816
50. Artesia Blvd	East of Sepulveda Blvd (SR-1)	11,352	188	0	1,006	11,540	11,466	11,654	12,358	12,546
51. Artesia Blvd	West of Sepulveda Blvd (SR-1)	22,032	188	130	12,364	22,220	22,382	22,570	34,396	34,584

Notes: * = The existing ADT volumes presented are derived from the existing peak hour traffic volumes at the study intersections.

Appendix G

400 South Sepulveda Proposed Topgolf Project Trip Generation Analysis
(RK Engineering Group, June 6, 2016)

RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

June 6, 2016

Ms. Rita Garcia
MICHAEL BAKER INTERNATIONAL
14725 Alton Parkway
Irvine, CA 92618-2027

Subject: 400 South Sepulveda Boulevard Proposed Topgolf Project Trip Generation Analysis, City of El Segundo, CA

Dear Ms. Garcia:

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation analysis for the 400 South Sepulveda Boulevard Proposed Topgolf project in the City of El Segundo.

The project site, located at 400 South Sepulveda Boulevard, is east of Sepulveda Boulevard and south of El Segundo Boulevard in the City of El Segundo.

Existing land uses on the project site consist of The Lakes At El Segundo, a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

Access for the proposed Topgolf/The Lakes At El Segundo site is currently provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard and one right-in/right-out driveway on South Hughes Way.

The proposed project consists of displacing the existing driving range of The Lakes At El Segundo with a 65,000 square foot Topgolf facility. Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and entertainment space. Topgolf currently has approximately 33 locations in various states, however, currently it does not have any locations in the State of California. The first California location is expected to open in Roseville, California in late summer 2016.

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JN:0003-2015-01

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo site will remain as part of the proposed project.

This report provides a summary of the findings, analysis procedures, and determination of the daily and peak hour trips forecast to be generated as a result of implementation of the proposed Topgolf project. The analysis evaluates the project's forecast daily and peak period trip generation for both weekday and weekend conditions.

Based on the analysis:

- The proposed Topgolf project is forecast to generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips; and

- The proposed Topgolf project is forecast to generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

If you have any questions regarding this study, or would like further review, please call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC

.

Alex Tabrizi, PE, TE
Associate Principal

Attachments

REGISTERED PROFESSIONAL ENGINEER
MOHAMMAD ALI TABRIZI
TR 2722
EXP. 3/31/17
TRAFFIC
STATE OF CALIFORNIA

AT:dt/11746.doc
JN:0003-2015-01

400 SOUTH SEPULVEDA BOULEVARD
PROPOSED TOPGOLF PROJECT
TRIP GENERATION ANALYSIS
City of El Segundo, California

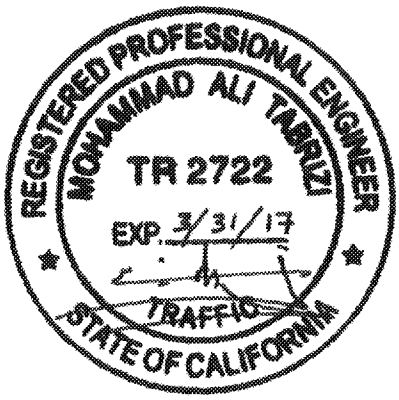
Prepared for:

MICHAEL BAKER INTERNATIONAL
14725 Alton Parkway
Irvine, CA 92618

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

Mohammad "Alex" Tabrizi, PE, TE



June 6, 2016

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1.0 Introduction

1.1 Purpose of Report & Study Objectives

This report provides a summary of the findings, analysis procedures, and determination of the daily and peak hour trips forecast to be generated as a result of implementation of the proposed Topgolf project. The analysis evaluates the project's forecast daily and peak period trip generation for both weekday and weekend conditions.

1.2 Project Site Location

The project site, located at 400 South Sepulveda Boulevard, is east of Sepulveda Boulevard and south of El Segundo Boulevard in the City of El Segundo.

Existing land uses on the project site consist of The Lakes At El Segundo, a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

Access for the proposed Topgolf/The Lakes At El Segundo site is currently provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard and one right-in/right-out driveway on South Hughes Way.

Exhibit 1 shows an aerial image of the project site.

1.3 Project Description

Located at 400 South Sepulveda Boulevard (project site), The Lakes At El Segundo is a municipal golf course owned by the City of El Segundo. The Lakes At El Segundo opened in 1994 and consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

The proposed project consists of displacing the existing driving range of The Lakes At El Segundo with a 65,000 square foot Topgolf facility. Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and

entertainment space. The driving range facilities of the proposed project will continue to be kept open and active in the morning from 6:00 AM.

The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo site will remain as part of the proposed project.

Topgolf currently has approximately 33 locations in various states, however, currently it does not have any locations in the State of California. The first California location is expected to open in Roseville, California in late summer 2016.

2.0 Methodology

As previously noted, the proposed project consists of displacing the existing driving range of The Lakes At El Segundo Golf Course with a 65,000 square foot Topgolf facility The existing 9-hole golf course and its related ancillary amenities at The Lakes At El Segundo (project site) will remain as part of the proposed project.

Topgolf is a golf entertainment facility which provides golf-related facilities such as driving ranges as well as dining and entertainment space.

Typically, trip generation forecasts for common land uses are determined through utilization of various available trip generation estimation sources such as the *Institute of Transportation Engineers (ITE) Trip Generation Manual.*

The proposed Topgolf facility is a unique land use not covered and evaluated in the standard publications typically utilized to estimate trip generation forecasts (such as the *Institute of Transportation Engineers (ITE) Trip Generation Manual)* for common land uses.

However, since Topgolf facilities like the Topgolf facility proposed in El Segundo currently exist and are in operation in other locations, trips forecast to be generated by the proposed El Segundo Topgolf facility can be determined by conducting trip generation observations and survey of other Topgolf facilities like the proposed El Segundo Topgolf facility.

Since the proposed project will displace the driving range component of The Lakes At El Segundo, the overall forecast trip generation for the site after implementation of the proposed project will include subtraction of the trips associated with the driving range component.

Hence, the project's trip generation forecast includes trips associated with two components:

- Positive trips forecast to be added by the proposed Topgolf facility; and
- Negative trips forecast to be subtracted that are associated with elimination of the existing driving range of The Lakes At El Segundo.

It should be noted, the existing Topgolf facilities that were observed for the purposes of this analysis report, do not open until 9:00 AM on the weekdays. However, the driving

range component of the proposed Topgolf facility in El Segundo, facility is planned to open at 6:00 AM like the driving range at The Lakes At Segundo that will be displaced by the proposed project.

Hence, for the weekday AM peak hour, trips associated with the existing driving range component of The Lakes At El Segundo golf course at the project site are not subtracted from the Topgolf trip generation.

The trip generation associated with the driving range component at the project site was derived by observing patrons and golfers arriving and departing the driving range at The Lakes At El Segundo facility. The observations were conducted on both the upper and lower driving ranges and groups of individuals appearing to have arrived together (one vehicle) were noted and counted as a single vehicle trip. This methodology would potentially result in a lower trip generation estimate for the driving range component and since this number is subtracted from the total trip generation of the proposed Topgolf facility, the analysis results in a more conservative forecast trip generation for the project site assuming implementation of the proposed Topgolf project.

In summary the project forecast trip generation is calculated as follows:

Proposed Topgolf Project Forecast Trip Generation = A - B

Where:

A = Topgolf Observed Trip Generation

B = Observed Trip Generation Associated with the Driving Range Component of The Lakes At El Segundo Site; during the weekday AM peak period, this value is zero.

This procedure is utilized to evaluate and derive the project's forecast daily, peak period, and peak hour trip generation for both weekday and weekend conditions.

Peak periods for the purposes of traffic analyses are considered to be the time periods when the circulation system is experiencing peak traffic volumes. Peak hour is the single hour with the highest traffic volume within the peak period.

During weekday conditions, the City of El Segundo and Caltrans identify the AM peak period to be 7:00 AM to 9:00 AM and the PM peak period to be 4:00 PM to 6:00 PM. Based on discussions with staffs at the City of El Segundo and Caltrans to collect mid-day Saturday sample traffic counts in the vicinity of the project site as part of this analysis, during weekend conditions, the peak period is considered to be 12:30 PM to 2:30 PM on a typical Saturday.

3.0 Existing Data Collection

This section provides a discussion of the existing trip generation data collected and the procedures utilized.

3.1 Topgolf Trip Generation

To determine the trip generation associated with the proposed Topgolf facility, two existing Topgolf facilities like the Topgolf facility proposed in El Segundo were identified by Topgolf staff to conduct sample trip generation counts.

The sites were selected based on a number of factors including similarity to the facility being proposed, geographical location, environmental settings, and feasibility to isolate the trip generation associated with Topgolf employees, users, and patrons.

After evaluation of various Topgolf facilities, the following two Topgolf facilities were identified for conducting parking demand counts:

- **Topgolf Scottsdale:** Located at 9500 East Talking Stick Way, Scottsdale, Arizona. This 65,000 square foot facility is identical in size and setup to the one being proposed in El Segundo. Hours of operation are as follows:

    - Monday through Thursday: 9:00 AM to 12:00 AM
    - Friday: 9:00 AM to 2:00 AM
    - Saturday: 8:00 AM to 2:00 AM
    - Sunday: 9:00 AM to 12:00 AM

  The Scottsdale site has a total of one driveway access located off of East Talking Stick Way.

  During evenings and the weekends, Topgolf employees and some patrons also utilize the surface parking lot of an adjacent office site. This adjacent office site has a total of three driveway access locations, two off of Dobson Road, and one off of the existing cul-de-sac north of the office site.

This site has a total parking capacity of 544 designated parking spaces consisting of 335 designated parking spaces on the Topgolf site and 209 designated parking spaces on the surface parking lot for the adjacent office site. However, the valet service adds to this total parking capacity by parking vehicles in undesignated areas.

An aerial image of the Scottsdale Topgolf site is shown in Exhibit 2.

- **Topgolf Gilbert:** Located at 1689 South SanTan Village Parkway, Gilbert, Arizona. This 65,000 square foot facility is identical in size and setup to the one being proposed in El Segundo. Hours of operation are as follows:

    - Monday through Thursday: 9:00 AM to 11:00 PM
    - Friday: 9:00 AM to 1:00 AM
    - Saturday: 8:00 AM to 1:00 AM
    - Sunday: 9:00 AM to 11:00 PM

  The Gilbert site has a total of four driveway access locations, two off of East Ray Road, and two off of Santan Village Parkway.

  Parking for the Gilbert site is provided via self-park on the Topgolf site.

  This site has a total parking capacity of 402 designated parking spaces. However, patrons also park in undesignated spaces and drive aisles on the site.

  An aerial image of the Gilbert Topgolf site is shown in Exhibit 3.

To determine the trip generation of the two sample Topgolf sites during weekday and weekend conditions, 24-hour trip generation observations and counts were conducted on the following typical days in 15-minute intervals:

- Thursday April 7, 2016;
- Friday April 8, 2016;
- Saturday April 9, 2016; and
- Sunday April 10, 2016.

During the week, Topgolf facilities are typically more active during Thursdays and Fridays, and therefore, these two days are conservatively selected for evaluation of weekday trip generation.

For the Scottsdale site, vehicles and individuals traveling to and from the surface parking lot of the adjacent office site were observed and accounted for in the trip generation. Also, when applicable, individuals walking to and from the Topgolf site from the adjacent site(s) were observed and accounted for as a vehicle trip.

Detailed trip generation count and observation data for the Topgolf sites are contained in Appendix A.

Table 1 summarizes the daily and peak period trip generation of the Topgolf Scottsdale site for weekday conditions based on the trip generation observations conducted in 15-minute periods.

Table 1
Scottsdale Topgolf
Weekday Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation					
	Thursday April 7, 2016 Trip Generation			Friday April 8, 2016 Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Peak Period						
7:00 AM to 8:00 AM	10	5	**15**	17	3	**20**
7:15 AM to 8:15 AM	14	3	**17**	22	5	**27**
7:30 AM to 8:30 AM	21	3	**24**	36	6	**42**
7:45 AM to 8:45 AM	**31**	**3**	**34**	38	7	**45**
8:00 AM to 9:00 AM	30	3	**33**	**36**	**10**	**46**
Weekday PM Peak Period						
4:00 PM to 5:00 PM	188	93	**281**	150	115	**265**
4:15 PM to 5:15 PM	**198**	**91**	**289**	157	131	**288**
4:30 PM to 5:30 PM	166	102	**268**	**167**	**143**	**310**
4:45 PM to 5:45 PM	122	102	**224**	162	134	**296**
5:00 PM to 6:00 PM	113	116	**229**	137	122	**259**
24-Hour Daily Trips	**1,284**	**1,260**	**2,544**	**1,531**	**1,426**	**2,957**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 1, on Thursday April 7, 2016, the Scottsdale Topgolf site generated approximately 2,544 daily trips which included approximately 34 AM peak hour trips and approximately 289 PM peak hour trips.

As also shown in Table 1, on Friday April 8, 2016, the Scottsdale Topgolf site generated approximately 2,957 daily trips which included approximately 46 AM peak hour trips and approximately 310 PM peak hour trips.

Table 2 summarizes the daily and peak period trip generation of the Topgolf Scottsdale site for weekend conditions based on the trip generation observations conducted in 15-minute periods.

Table 2
Scottsdale Topgolf
Weekend Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation					
	Saturday April 9, 2016 Trip Generation			Sunday April 10, 2016 Trip Generation		
	In	Out	Total	In	Out	Total
Weekend Mid-Day Peak Period						
12:30 PM to 1:30 PM	97	92	**189**	114	98	**212**
12:45 PM to 1:45 PM	122	76	**198**	**114**	**107**	**221**
1:00 PM to 2:00 PM	130	85	**215**	115	90	**205**
1:15 PM to 2:15 PM	**134**	**90**	**224**	104	96	**200**
1:30 PM to 2:30 PM	131	88	**219**	98	97	**195**
24-Hour Daily Trips	**2,203**	**2,061**	**4,264**	**1,364**	**1,577**	**2,941**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 2, on Saturday April 9, 2016, the Scottsdale Topgolf site generated approximately 4,264 daily trips which included approximately 224 mid-day peak hour trips.

As also shown in Table 2, on Sunday April 10, 2016, the Scottsdale Topgolf site generated approximately 2,941 daily trips which included approximately 221 mid-day peak hour trips.

Table 3 summarizes the daily and peak period trip generation of the Topgolf Gilbert site for weekday conditions based on the trip generation observations conducted in 15-minute periods.

Table 3
Gilbert Topgolf
Weekday Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation					
	Thursday April 7, 2016 Trip Generation			Friday April 8, 2016 Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Peak Period						
7:00 AM to 8:00 AM	10	2	**12**	24	2	**26**
7:15 AM to 8:15 AM	22	1	**23**	35	3	**38**
7:30 AM to 8:30 AM	34	1	**35**	**45**	**6**	**51**
7:45 AM to 8:45 AM	37	1	**38**	43	6	**49**
8:00 AM to 9:00 AM	**39**	**3**	**42**	33	7	**40**
Weekday PM Peak Period						
4:00 PM to 5:00 PM	45	65	**110**	78	82	**160**
4:15 PM to 5:15 PM	44	57	**101**	79	79	**158**
4:30 PM to 5:30 PM	55	54	**109**	72	78	**150**
4:45 PM to 5:45 PM	**62**	**61**	**123**	86	88	**174**
5:00 PM to 6:00 PM	74	49	**123**	**110**	**92**	**202**
24-Hour Daily Trips	**733**	**749**	**1,482**	**1,216**	**1,146**	**2,362**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 3, on Thursday April 7, 2016, the Gilbert Topgolf site generated approximately 1,482 daily trips which included approximately 42 AM peak hour trips and approximately 123 PM peak hour trips.

As also shown in Table 3, on Friday April 8, 2016, the Gilbert Topgolf site generated approximately 2,362 daily trips which included approximately 51 AM peak hour trips and approximately 202 PM peak hour trips.

Table 4 summarizes the daily and peak period trip generation of the Topgolf Gilbert site for weekend conditions based on the trip generation observations conducted in 15-minute periods.

Table 4
Gilbert Topgolf
Weekend Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation					
	Saturday April 9, 2016 Trip Generation			Sunday April 10, 2016 Trip Generation		
	In	Out	Total	In	Out	Total
Weekend Mid-Day Peak Period						
12:30 PM to 1:30 PM	89	75	**164**	77	59	**136**
12:45 PM to 1:45 PM	100	85	**185**	74	71	**145**
1:00 PM to 2:00 PM	87	88	**175**	72	84	**156**
1:15 PM to 2:15 PM	91	101	**192**	**67**	**91**	**158**
1:30 PM to 2:30 PM	**88**	**110**	**198**	56	87	**143**
24-Hour Daily Trips	**1,738**	**1,661**	**3,339**	**929**	**1,087**	**2,016**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 4, on Saturday April 9, 2016, the Gilbert Topgolf site generated approximately 3,339 daily trips which included approximately 198 mid-day peak hour trips.

As also shown in Table 4, on Sunday April 10, 2016, the Gilbert Topgolf site generated approximately 2,016 daily trips which included approximately 158 mid-day peak hour trips.

Utilizing the data presented in Table 1 and Table 3, Table 5 summarizes the Topgolf maximum daily and total hourly observed trip generation between the Topgolf Scottsdale site and the Topgolf Gilbert site for weekday conditions.

Table 5
Topgolf Maximum Observed Weekday Daily & Peak Period Trip Generation from either Scottsdale Site or Gilbert Site

1-Hour Time Period Within Peak Period	In	Out	Total
Weekday AM Peak Period			
7:00 AM to 8:00 AM	24	2	**26**
7:15 AM to 8:15 AM	35	3	**38**
7:30 AM to 8:30 AM	**45**	**6**	**51**
7:45 AM to 8:45 AM	43	6	**49**
8:00 AM to 9:00 AM	36	10	**46**
Weekday PM Peak Period			
4:00 PM to 5:00 PM	188	93	**281**
4:15 PM to 5:15 PM	198	91	**289**
4:30 PM to 5:30 PM	**167**	**143**	**310**
4:45 PM to 5:45 PM	162	134	**296**
5:00 PM to 6:00 PM	137	122	**259**
24-Hour Daily Trips	**1,531**	**1,426**	**2,957**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 5, based on the observed trip generation at both the Scottsdale Topgolf site and the Gilbert Topgolf site on both Thursday and Friday, the sample sites generated a maximum of approximately 2,957 daily trips, which includes a maximum of approximately 51 AM peak hour trips, and a maximum of approximately 310 PM peak hour trips for weekday conditions.

Utilizing the data presented in Table 2 and Table 4, Table 6 summarizes the Topgolf maximum daily and total hourly observed trip generation between the Topgolf Scottsdale site and the Topgolf Gilbert site for weekend conditions.

Table 6
Topgolf Maximum Observed Weekend Daily & Peak Period Trip Generation from either Scottsdale Site or Gilbert Site

1-Hour Time Period Within Peak Period	In	Out	Total
Weekend Mid-Day Peak Period			
12:30 PM to 1:30 PM	114	98	**212**
12:45 PM to 1:45 PM	114	107	**221**
1:00 PM to 2:00 PM	130	85	**215**
1:15 PM to 2:15 PM	**134**	**90**	**224**
1:30 PM to 2:30 PM	131	88	**219**
24-Hour Daily Trips	**2,203**	**2,061**	**4,264**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 6, based on the observed trip generation at both the Scottsdale Topgolf site and the Gilbert Topgolf site on both Saturday and Sunday, the sample sites generated a maximum of approximately 4,264 daily trips, which includes and a maximum of approximately 224 mid-day peak hour trips for weekend conditions.

3.2 The Lakes At El Segundo Driving Range Component Trip Generation

Located at 400 South Sepulveda Boulevard (project site), The Lakes At El Segundo is a municipal golf course owned by the City of El Segundo opened in 1994. The Lakes At El Segundo consists of a 9-hole golf course, a driving range, and other ancillary facilities supporting these uses.

Hours of operation for The Lakes At El Segundo are as follows:

- Facilities:
  - Daily: 6:00 AM to 11:00 PM
- Driving Range:
  - All days except Wednesday: 6:00 AM to 11:00 PM
  - Wednesday: 8:00 AM to 10:45 PM

- 9-Hole Golf Course:
    - Daily: 6:00 AM to Dusk

Access for the proposed Topgolf/The Lakes At El Segundo site is currently provided via one right-in/right-out/left-in driveway on Sepulveda Boulevard and one right-in/right-out driveway on South Hughes Way.

The Lakes At El Segundo site currently has a total parking capacity of 217 designated parking spaces.

To determine weekday and weekend conditions trip generation associated with the existing driving range component of The Lakes At El Segundo (project site), observations and counts were conducted from 6:00 AM to 11:00 PM on the following typical days:

- Thursday April 28, 2016; and
- Sunday May 8, 2016.

Based on discussions with the City and Golf Course staff, typically, between Thursdays and Fridays, the driving range is less active on Thursdays. Similarly, between Saturdays and Sundays, the driving range is typically less active on Sundays.

Since the proposed project will displace the driving range component of The Lakes At El Segundo, the overall forecast trip generation for the site after implementation of the proposed project will include subtraction of the trip generation associated with the driving range component from the forecast trip generation of the proposed Topgolf facility during the weekday PM peak hour and the weekend mid-day peak hour; however during the AM peak hour, the driving range trip generation will not be subtracted from the forecast trip generation of the proposed Topgolf facility since the driving range component of the proposed Topgolf facility opens at 6:00 AM (the remainder of the proposed Topgolf facility does not open until 9:00 AM on weekdays). Hence, conservatively, the trip generation for the driving range component of The Lakes At El Segundo was observed and documented during Thursday and Sunday conditions, when the driving range is typically less active. This will result in a more conservative trip generation forecast for the proposed Topgolf project.

The trip generation associated with the driving range component at the project site was derived by observing patrons and golfers arriving and departing the driving range at The Lakes At El Segundo facility. The observations were conducted on both the upper and lower driving ranges and groups of individuals appearing to have arrived together (one

vehicle) were noted and counted as a single vehicle trip. This methodology would potentially result in a lower trip generation estimate for the driving range component and since this number is subtracted from the total trip generation of the proposed Topgolf facility, the analysis results in a more conservative forecast trip generation for the project site assuming implementation of the proposed Topgolf project.

The arrival and departure observations were conducted at the driving range and documented in 15-minute intervals.

Detailed observation count data for the driving range component of The Lakes At El Segundo site are contained in Appendix B.

Table 7 summarizes the daily and peak period trip generation associated with the driving range component of the Lakes At El Segundo site for weekday conditions based on the trip generation observations conducted in 15-minute periods.

Table 7
The Lakes At El Segundo Driving Range Component
Weekday Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation		
	Thursday April 28, 2016 Trip Generation		
	In	Out	Total
Weekday AM Peak Period			
7:00 AM to 8:00 AM	9	7	**16**
7:15 AM to 8:15 AM	16	5	**21**
7:30 AM to 8:30 AM	21	9	**30**
7:45 AM to 8:45 AM	29	9	**38**
8:00 AM to 9:00 AM	**33**	**11**	**44**
Weekday PM Peak Period			
4:00 PM to 5:00 PM	26	24	**50**
4:15 PM to 5:15 PM	39	28	**67**
4:30 PM to 5:30 PM	38	25	**63**
4:45 PM to 5:45 PM	**40**	**31**	**71**
5:00 PM to 6:00 PM	35	33	**68**
24-Hour Daily Trips	**358**	**358**	**716**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 7, on Thursday April 28, 2016, the driving range component of the Lakes At El Segundo site generated approximately 716 daily trips which included approximately 44 AM peak hour trips and approximately 71 PM peak hour trips.

Table 8 summarizes the daily and peak period trip generation associated with the driving range component of the Lakes At El Segundo site for weekend conditions based on the trip generation observations conducted in 15-minute periods.

Table 8
The Lakes At El Segundo Driving Range Component
Weekend Observed Daily & Peak Period Trip Generation

1-Hour Time Period Within Peak Period	Day of Observation		
	Sunday May 8, 2016 Trip Generation		
	In	Out	Total
Weekend Mid-Day Peak Period			
12:30 PM to 1:30 PM	20	19	**39**
12:45 PM to 1:45 PM	24	17	**41**
1:00 PM to 2:00 PM	28	21	**49**
1:15 PM to 2:15 PM	**38**	**25**	**63**
1:30 PM to 2:30 PM	39	23	**62**
24-Hour Daily Trips	**249**	**249**	**498**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline;**

As shown in Table 8, on Sunday May 8, 2016, the driving range component of the Lakes At El Segundo site generated approximately 498 daily trips which included approximately 63 mid-day peak hour trips.

4.0 Forecast Trip Generation of Proposed Topgolf Project

This section provides a discussion on the derivation of the forecast trip generation for the proposed Topgolf project based on the data collected and discussed in Section 3 of this report.

The forecast daily and peak period trip generation for the proposed Topgolf project has been evaluated for typical weekday and typical weekend conditions.

As previously noted, during the weekdays, since Topgolf facilities are typically more active during Thursdays and Fridays, these two days are conservatively selected for evaluation of weekday conditions.

For weekday conditions, since two Topgolf facilities like the proposed El Segundo Topgolf facility were surveyed during two weekdays, this analysis conservatively utilizes the highest observed weekday hourly and daily trip generation of the two observed Topgolf facilities during both days (data from Table 5).

Similarly, for weekend conditions, since two Topgolf facilities like the proposed El Segundo Topgolf facility were surveyed during two weekend days, this analysis conservatively utilizes the highest observed weekend hourly and daily trip generation of the two observed Topgolf facilities during both days (data from Table 6).

Hence, this analysis is considered to be conservative and does not utilize an average of the observed trip generation for the two sample survey sites over the two days. Instead, the analysis utilizes the highest observed daily and hourly trip generation between the two sample survey sites over two weekdays and two weekend days.

As previously noted, for each hour, the trip generation for the proposed Topgolf project has been derived by subtracting the observed trip generation associated with the driving range component of The Lakes At El Segundo site from the maximum observed trip generation at the two Topgolf sites during the weekday PM peak hour and the weekend mid-day peak hour since that component will be displaced by the proposed Topgolf facility.

As also previously noted, the existing Topgolf facilities that were observed for the purposes of this analysis report, do not open until 9:00 AM on the weekdays. However, the driving range component of the proposed Topgolf facility in El Segundo, facility is planned to open

at 6:00 AM like the driving range at The Lakes At Segundo that will be displaced by the proposed project.

Hence, for the weekday AM peak hour, trips associated with the existing driving range component of The Lakes At El Segundo golf course at the project site are not subtracted from the Topgolf trip generation.

4.1 Forecast Weekday Trip Generation of Proposed Topgolf Project

Table 9 summarizes the forecast weekday trip generation for the proposed Topgolf project utilizing the data from Table 5 and Table 7.

Table 9
Forecast Weekday Trip Generation
of Proposed Topgolf Project

1-Hour Time Period Within Peak Period	Measured Topgolf Trip Generation			Measured The Lakes At El Segundo Driving Range Trip Generation			Forecast Proposed Topgolf Project Trip Generation		
	In	Out	Total	In	Out	Total	In	Out	Total
Weekday AM Peak Period									
7:00 AM to 8:00 AM	24	2	**26**	N/A [1]	N/A [1]	N/A [1]	24	2	**26**
7:15 AM to 8:15 AM	35	3	**38**	N/A [1]	N/A [1]	N/A [1]	35	3	**38**
7:30 AM to 8:30 AM	**45**	**6**	**51**	N/A [1]	N/A [1]	N/A [1]	**45**	**6**	**51**
7:45 AM to 8:45 AM	43	6	**49**	N/A [1]	N/A [1]	N/A [1]	43	6	**49**
8:00 AM to 9:00 AM	36	10	**46**	N/A [1]	N/A [1]	N/A [1]	36	10	**46**
Weekday PM Peak Period									
4:00 PM to 5:00 PM	188	93	**281**	- 26	- 24	**- 50**	162	69	**231**
4:15 PM to 5:15 PM	198	91	**289**	- 39	- 28	**- 67**	159	63	**222**
4:30 PM to 5:30 PM	**167**	**143**	**310**	- 38	- 25	**- 63**	**129**	**118**	**247**
4:45 PM to 5:45 PM	162	134	**296**	**- 40**	**- 31**	**- 71**	122	103	**225**
5:00 PM to 6:00 PM	137	122	**259**	- 35	- 33	**- 68**	102	89	**191**
24-Hour Daily Trips	**1,531**	**1,426**	**2,957**	**- 358**	**- 358**	**- 716**	**1,173**	**1,068**	**2,241**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline**

N/A = Not Applicable

1 = The existing Topgolf facilities that were observed for the purposes of this report, do not open until 9:00 AM during the weekdays. However, for the proposed Topgolf project in El Segundo, the driving range component of the proposed project will open at 6:00 AM. Hence, for the weekday AM peak period, trips associated with the existing driving range component of The Lakes At El Segundo golf course are not subtracted from the Topgolf trip generation.

As shown in Table 9, the proposed Topgolf project is forecast to generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips.

4.2 Forecast Weekend Trip Generation of Proposed Topgolf Project

Table 10 summarizes the forecast weekend trip generation for the proposed Topgolf project utilizing the data from Table 6 and Table 8.

Table 10
Forecast Weekend Trip Generation
of Proposed Topgolf Project

1-Hour Time Period Within Peak Period	Measured Topgolf Trip Generation			Measured The Lakes At El Segundo Driving Range Trip Generation			Forecast Proposed Topgolf Project Trip Generation		
	In	Out	Total	In	Out	Total	In	Out	Total
Weekend Mid-Day Peak Period									
12:30 PM to 1:30 PM	114	98	**212**	- 20	- 19	**- 39**	94	79	**173**
12:45 PM to 1:45 PM	114	107	**221**	- 24	- 17	**- 41**	**90**	**90**	**180**
1:00 PM to 2:00 PM	130	85	**215**	- 28	- 21	**- 49**	102	64	**166**
1:15 PM to 2:15 PM	**134**	**90**	**224**	**- 38**	**- 25**	**- 63**	96	65	**161**
1:30 PM to 2:30 PM	131	88	**219**	- 39	- 23	**- 62**	92	65	**157**
24-Hour Daily Trips	**2,203**	**2,061**	**4,264**	**- 249**	**- 249**	**- 498**	**1,954**	**1,812**	**3,766**

Source: Observed/collected counts.

Notes: The hour with the highest total trip generation within the peak period (peak hour) is shown in **bold underline**

As shown in Table 10, the proposed Topgolf project is forecast to generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

5.0 Conclusions

Table 11 summarizes the forecast weekday daily and peak hour trip generation for the proposed project.

Table 11
Forecast Weekday Daily & Peak Hour
Trip Generation Summary of Proposed Topgolf Project

Land Use	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips			Weekday Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Topgolf Project	45	6	51	129	118	247	2,241

As shown in Table 11, the proposed Topgolf project is forecast to generate approximately 2,241 weekday daily trips which include approximately 51 weekday AM peak hour trips and approximately 247 weekday PM peak hour trips.

Table 12 summarizes the forecast weekend daily and peak hour trip generation for the proposed project.

Table 12
Forecast Weekend Daily & Peak Hour
Trip Generation Summary of Proposed Topgolf Project

Land Use	Weekend Mid-Day Peak Hour Trips			Weekend Daily Trips
	In	Out	Total	
Proposed Topgolf Project	90	90	180	3,766

As shown in Table 12, the proposed Topgolf project is forecast to generate approximately 3,766 weekend daily trips which include approximately 180 weekend mid-day peak hour trips.

Exhibits

Exhibit 1

Aerial View
The Lakes At El Segundo

Exhibit 2

Aerial View
Topgolf, Scottsdale

N

RK engineering group, inc.

Exhibit 3

Aerial View
Topgolf, Gilbert

N

RK engineering group, inc.

Appendices

Appendix A

Topgolf Trip Generation Counts

Top Golf Driveway Counts
Scottsdale, AZ

Thursday, April 7, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	2	12	0	2	0	0
0:15	2	7	0	3	0	0
0:30	0	8	0	1	0	0
0:45	1	4	0	1	0	0
1:00	2	6	0	0	0	0
1:15	0	1	0	1	0	0
1:30	1	4	0	0	0	0
1:45	1	2	0	0	0	0
2:00	1	2	0	1	0	0
2:15	0	0	0	0	0	0
2:30	0	3	0	0	0	0
2:45	0	1	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	1	0	0	0	0	0
4:15	0	1	0	0	0	0
4:30	1	1	0	0	0	0
4:45	0	0	0	0	0	0
5:00	1	0	0	0	0	0
5:15	2	1	0	0	0	0
5:30	1	0	0	0	0	0
5:45	1	1	0	0	0	0
6:00	2	0	0	0	0	0
6:15	0	1	0	0	0	0
6:30	1	0	0	0	0	0
6:45	3	0	0	0	0	0
7:00	2	3	0	0	0	0
7:15	2	1	0	0	0	0
7:30	1	1	0	0	0	0
7:45	5	0	0	0	0	0
8:00	6	1	0	0	0	0
8:15	7	1	2	0	0	0
8:30	10	1	1	0	0	0
8:45	4	0	0	0	0	0
9:00	8	2	1	0	0	0
9:15	12	3	0	0	0	0
9:30	10	1	1	0	0	0
9:45	11	0	1	0	0	0
10:00	12	5	0	0	0	0
10:15	8	5	1	0	0	0
10:30	14	9	0	0	0	0
10:45	20	5	0	0	0	0
11:00	13	4	1	0	0	0
11:15	19	10	0	1	0	0
11:30	15	9	0	0	0	0
11:45	22	8	0	0	0	0
12:00	28	17	1	0	0	0
12:15	13	16	0	0	0	0
12:30	11	8	0	0	0	0
12:45	34	7	0	0	0	0
13:00	16	20	0	0	0	0
13:15	15	7	0	0	0	0
13:30	22	14	0	0	0	0

Top Golf Driveway Counts
Scottsdale, AZ

Thursday, April 7, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	19	10	2	0	0	0
14:00	25	24	1	1	0	0
14:15	31	15	2	0	0	0
14:30	23	20	0	0	0	0
14:45	21	7	2	0	0	0
15:00	18	22	0	0	0	0
15:15	13	21	1	0	0	0
15:30	21	14	0	1	0	0
15:45	13	15	3	0	0	0
16:00	19	37	2	0	0	0
16:15	51	17	8	1	0	0
16:30	60	21	9	0	0	0
16:45	36	16	3	1	0	0
17:00	27	33	2	2	2	0
17:15	25	28	1	1	1	0
17:30	25	18	0	3	0	0
17:45	30	29	0	2	0	0
18:00	26	31	0	0	0	0
18:15	27	21	1	1	0	0
18:30	41	20	0	0	0	0
18:45	24	31	1	0	0	0
19:00	39	39	0	0	0	0
19:15	28	41	1	0	0	0
19:30	36	35	0	5	0	0
19:45	11	16	0	0	0	0
20:00	12	32	0	2	0	0
20:15	17	26	0	0	0	0
20:30	17	30	1	2	0	0
20:45	29	27	0	1	0	0
21:00	13	28	2	2	0	0
21:15	20	28	1	0	0	0
21:30	12	23	0	0	0	0
21:45	14	29	0	0	0	0
22:00	16	38	0	2	0	0
22:15	8	29	0	1	0	0
22:30	3	24	1	1	0	0
22:45	4	17	0	1	0	0
23:00	4	22	0	6	0	0
23:15	4	25	0	3	0	0
23:30	2	14	0	2	0	0
23:45	1	23	0	0	0	0
TOTAL	**1228**	**1209**	**53**	**51**	**3**	**0**

Top Golf Driveway Counts
Scottsdale, AZ

Friday, April 8, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	2	22	0	3	0	0
0:15	1	11	0	4	0	0
0:30	1	6	0	4	0	0
0:45	1	5	0	0	0	0
1:00	1	4	0	0	0	0
1:15	1	2	0	0	0	0
1:30	0	2	0	0	0	0
1:45	0	1	0	0	0	0
2:00	1	4	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	4	0	0	0	0
2:45	4	1	0	1	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	1	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	1	0	0	0	0
4:45	1	0	0	0	0	0
5:00	2	0	0	0	0	0
5:15	1	1	1	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	2	1	0	0	0	0
6:15	1	2	0	0	0	0
6:30	1	3	0	0	0	0
6:45	3	1	0	0	0	0
7:00	3	1	0	0	0	0
7:15	4	0	0	0	0	0
7:30	2	0	3	0	0	0
7:45	5	2	0	0	0	0
8:00	6	3	2	0	0	0
8:15	12	1	6	0	0	0
8:30	6	1	1	0	0	0
8:45	1	5	2	0	0	0
9:00	6	3	0	0	0	0
9:15	4	1	1	0	0	0
9:30	12	7	1	0	0	0
9:45	21	4	3	0	0	0
10:00	12	6	0	0	0	1
10:15	17	4	1	0	0	0
10:30	19	6	0	0	0	0
10:45	18	10	1	0	0	0
11:00	11	3	1	0	0	0
11:15	13	6	0	0	0	0
11:30	12	7	1	0	0	0
11:45	25	4	0	0	0	0
12:00	7	18	1	0	0	0
12:15	14	8	0	0	0	0
12:30	11	11	0	0	0	0
12:45	34	14	0	1	0	0
13:00	25	16	0	0	0	0
13:15	29	16	2	0	0	0
13:30	32	13	1	0	0	0

Top Golf Driveway Counts
Scottsdale, AZ

Friday, April 8, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	29	15	1	0	0	0
14:00	15	12	1	2	1	0
14:15	14	14	1	1	0	0
14:30	23	14	0	1	0	0
14:45	17	25	3	1	0	0
15:00	20	20	3	0	2	0
15:15	15	23	0	0	0	0
15:30	25	21	2	0	0	0
15:45	28	17	4	1	0	0
16:00	20	20	2	2	0	0
16:15	19	23	6	0	0	0
16:30	26	30	11	1	1	1
16:45	43	36	21	2	1	0
17:00	21	36	8	2	0	0
17:15	32	33	3	2	0	0
17:30	31	19	2	4	0	0
17:45	40	22	0	4	0	0
18:00	41	35	0	3	1	0
18:15	33	20	1	0	1	0
18:30	35	20	0	0	0	0
18:45	31	21	2	0	0	0
19:00	32	25	0	1	0	0
19:15	37	25	0	0	0	0
19:30	29	32	1	0	0	0
19:45	35	19	0	1	0	0
20:00	26	37	0	0	0	0
20:15	41	30	0	0	0	0
20:30	23	41	1	1	0	0
20:45	33	23	0	0	0	0
21:00	26	33	1	2	0	0
21:15	29	36	0	4	0	0
21:30	23	42	0	0	0	0
21:45	34	48	0	7	0	0
22:00	17	29	0	4	0	0
22:15	18	27	1	5	0	0
22:30	22	23	0	1	0	0
22:45	12	25	0	4	0	0
23:00	15	50	0	5	0	0
23:15	7	36	1	2	0	0
23:30	14	28	0	0	0	1
23:45	5	17	0	3	0	0
TOTAL	**1420**	**1344**	**104**	**79**	**7**	**3**

Top Golf Driveway Counts
Scottsdale, AZ

Saturday, April 9, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	10	19	0	1	0	0
0:15	8	23	0	2	0	0
0:30	12	22	0	4	0	1
0:45	4	28	0	2	0	16
1:00	3	13	0	2	0	0
1:15	2	7	0	5	0	0
1:30	0	9	0	2	1	0
1:45	1	9	0	6	4	0
2:00	1	10	0	5	0	0
2:15	2	5	0	4	0	0
2:30	2	6	0	1	0	0
2:45	3	3	0	4	0	0
3:00	1	3	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	4	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	1	1	0	0	0	0
4:45	1	0	0	0	0	0
5:00	2	3	1	0	0	0
5:15	0	0	0	0	0	0
5:30	1	0	1	0	0	0
5:45	2	0	0	0	0	0
6:00	1	0	0	0	0	0
6:15	2	1	1	0	0	0
6:30	0	1	0	0	0	0
6:45	4	3	1	0	0	0
7:00	2	2	1	0	0	0
7:15	1	2	0	0	0	0
7:30	4	2	1	0	0	0
7:45	0	2	5	0	0	0
8:00	4	3	3	0	0	0
8:15	10	3	11	0	0	0
8:30	4	0	1	0	0	0
8:45	7	2	1	0	0	0
9:00	13	0	3	0	0	0
9:15	17	3	1	0	0	0
9:30	20	6	1	0	0	0
9:45	26	3	10	0	0	0
10:00	29	3	3	0	0	0
10:15	30	7	2	0	0	0
10:30	24	12	2	0	0	0
10:45	23	11	1	0	0	0
11:00	24	9	0	0	0	0
11:15	18	13	1	0	0	0
11:30	15	8	2	0	0	0
11:45	18	24	2	0	0	0
12:00	27	24	2	1	0	0
12:15	27	25	2	0	0	0
12:30	14	28	1	2	0	0
12:45	22	17	0	0	0	0
13:00	27	20	0	0	0	0
13:15	33	25	0	0	0	0
13:30	35	14	0	0	5	0

Top Golf Driveway Counts
Scottsdale, AZ

Saturday, April 9, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	28	26	2	0	0	0
14:00	31	25	0	0	0	0
14:15	28	23	2	0	0	0
14:30	42	28	0	2	0	0
14:45	37	25	0	0	0	0
15:00	27	23	1	0	0	0
15:15	26	33	1	2	0	0
15:30	26	25	2	2	0	0
15:45	40	22	3	1	0	0
16:00	30	29	1	2	0	0
16:15	35	32	4	3	0	2
16:30	31	31	21	2	3	0
16:45	32	36	11	1	0	0
17:00	40	32	2	2	0	0
17:15	38	33	0	6	0	0
17:30	45	28	1	4	0	0
17:45	52	53	4	6	0	1
18:00	45	31	3	7	0	0
18:15	55	32	1	4	0	0
18:30	52	47	0	1	0	0
18:45	40	23	0	1	0	0
19:00	53	40	2	0	0	0
19:15	54	44	1	1	0	0
19:30	58	44	1	0	0	0
19:45	43	42	1	1	0	0
20:00	49	45	0	3	0	0
20:15	46	44	2	1	0	0
20:30	33	33	1	1	0	2
20:45	37	33	1	0	0	0
21:00	46	55	0	0	2	0
21:15	39	41	0	0	0	0
21:30	31	53	0	2	0	0
21:45	28	56	1	0	0	0
22:00	38	54	1	3	4	0
22:15	29	48	2	3	0	0
22:30	30	37	3	2	0	0
22:45	38	39	0	4	0	0
23:00	29	33	0	2	0	0
23:15	23	36	0	5	0	0
23:30	17	33	1	2	0	0
23:45	10	35	0	2	0	0
TOTAL	**2048**	**1920**	**136**	**119**	**19**	**22**

Top Golf Driveway Counts
Scottsdale, AZ

Sunday, April 10, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	16	33	0	3	2	2
0:15	4	26	0	1	0	0
0:30	9	25	0	2	0	0
0:45	8	37	0	1	0	0
1:00	3	18	0	3	0	0
1:15	4	41	0	5	0	0
1:30	0	18	0	4	0	0
1:45	2	20	0	0	0	0
2:00	1	18	0	7	0	0
2:15	1	7	0	1	0	0
2:30	1	3	0	5	0	0
2:45	0	4	1	9	0	0
3:00	0	6	0	5	0	0
3:15	2	4	0	0	0	0
3:30	0	0	0	1	0	0
3:45	0	1	0	0	0	0
4:00	2	3	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	1	0	0	0	0
4:45	0	1	0	0	0	0
5:00	0	0	1	0	0	0
5:15	3	2	0	0	0	0
5:30	1	0	0	0	0	0
5:45	0	2	0	0	0	0
6:00	2	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	1	0	0	0	0	0
6:45	4	3	2	0	0	0
7:00	3	0	1	0	0	0
7:15	0	0	0	0	0	0
7:30	2	0	1	0	0	0
7:45	7	3	1	0	0	0
8:00	4	4	3	0	0	0
8:15	8	3	6	0	0	0
8:30	16	5	1	0	0	0
8:45	21	2	3	0	0	0
9:00	21	3	1	0	0	0
9:15	14	4	1	0	0	0
9:30	15	2	2	0	0	0
9:45	34	8	4	0	0	0
10:00	28	4	0	0	0	0
10:15	25	7	1	0	0	0
10:30	24	5	0	0	0	0
10:45	31	5	1	0	0	0
11:00	22	10	0	0	0	0
11:15	22	8	0	0	0	0
11:30	26	16	0	0	0	0
11:45	22	21	2	0	0	0
12:00	41	65	0	1	0	0
12:15	30	24	0	0	0	0
12:30	29	17	1	0	0	0
12:45	32	34	0	0	0	0
13:00	26	14	0	2	0	0
13:15	26	31	0	0	0	0
13:30	30	26	0	0	0	0

Top Golf Driveway Counts
Scottsdale, AZ

Sunday, April 10, 2016

Top Golf - Scottsdale, AZ

	Main Driveway		MANUAL COUNT Offsite Lot Vehicles		MANUAL COUNT Offsite Lot Pedestrians (No Veh.)	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	32	17	1	0	0	0
14:00	15	22	0	0	0	0
14:15	20	32	0	0	0	0
14:30	24	28	0	0	0	0
14:45	25	35	0	1	0	0
15:00	27	23	2	2	0	0
15:15	16	19	0	1	0	0
15:30	24	19	0	3	0	0
15:45	26	20	0	1	0	0
16:00	27	29	5	0	0	0
16:15	31	18	10	1	0	0
16:30	26	26	2	2	0	0
16:45	21	17	4	0	0	0
17:00	28	34	0	2	0	0
17:15	27	38	1	0	0	0
17:30	18	12	1	1	0	0
17:45	22	25	1	3	0	0
18:00	19	31	0	1	0	0
18:15	15	28	0	3	0	0
18:30	27	34	1	3	2	0
18:45	23	29	1	0	2	0
19:00	16	33	1	1	0	0
19:15	17	24	0	0	0	0
19:30	11	18	2	1	0	0
19:45	17	11	0	1	0	0
20:00	14	10	0	0	0	2
20:15	8	27	0	1	0	0
20:30	13	24	2	0	0	0
20:45	11	21	1	2	0	0
21:00	11	16	1	1	0	0
21:15	12	20	0	0	0	0
21:30	7	19	0	1	0	0
21:45	7	17	0	2	0	0
22:00	6	13	0	1	0	0
22:15	8	30	0	0	0	0
22:30	3	11	0	2	0	0
22:45	3	2	1	5	0	0
23:00	3	17	0	2	0	0
23:15	1	9	0	1	0	0
23:30	2	11	0	0	0	0
23:45	2	15	0	0	0	0
TOTAL	**1288**	**1478**	**70**	**95**	**6**	**4**

Top Golf Driveway Counts
Gilbert, AZ

Thursday, April 7, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	0	17	0	0	0	1	0	0	0	18
0:15	0	3	0	0	0	2	0	0	0	5
0:30	1	2	0	0	0	0	0	0	1	2
0:45	0	0	0	2	0	0	0	0	0	2
1:00	1	1	0	0	0	0	0	0	1	1
1:15	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	1	0	0	0	1
2:15	0	0	1	0	1	0	0	0	2	0
2:30	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	1	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0
3:15	1	2	0	0	0	0	0	0	1	2
3:30	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0
4:30	1	0	0	0	0	0	0	0	1	0
4:45	3	1	0	0	0	0	0	0	3	1
5:00	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	0	0	1	0
5:45	1	1	0	0	0	0	0	0	1	1
6:00	1	1	0	0	0	0	1	0	2	1
6:15	0	1	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	0	0
6:45	4	0	0	0	0	0	1	0	5	0
7:00	0	1	0	1	0	0	0	0	0	2
7:15	2	0	0	0	0	0	1	0	3	0
7:30	2	0	0	0	1	0	0	0	3	0
7:45	3	0	0	0	0	0	1	0	4	0
8:00	6	0	0	1	0	0	6	0	12	1
8:15	14	0	0	0	0	0	1	0	15	0
8:30	2	0	0	0	0	0	4	0	6	0
8:45	3	2	1	0	0	0	2	0	6	2
9:00	8	2	0	0	0	0	0	0	8	2
9:15	5	1	1	0	0	0	1	0	7	1
9:30	2	1	0	1	1	0	0	0	3	2
9:45	4	1	1	0	2	0	0	0	7	1
10:00	2	1	0	0	0	0	1	0	3	1
10:15	5	2	0	0	1	0	1	0	7	2
10:30	7	0	0	0	1	1	1	0	9	1
10:45	8	3	0	1	1	0	0	0	9	4
11:00	11	5	0	7	1	2	0	0	12	14
11:15	10	1	2	3	1	0	1	0	14	4
11:30	19	4	1	1	3	1	1	0	24	6
11:45	12	4	0	1	3	4	0	0	15	9
12:00	20	5	1	3	1	0	0	0	22	8
12:15	16	6	0	0	1	1	1	0	18	7
12:30	8	0	0	3	0	0	1	0	9	3
12:45	6	6	0	6	0	2	0	1	6	15
13:00	3	5	0	8	2	0	1	0	6	13
13:15	2	10	0	4	1	3	0	0	3	17
13:30	8	4	0	3	0	0	0	0	8	7

Top Golf Driveway Counts
Gilbert, AZ

Thursday, April 7, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	10	4	3	1	2	1	0	0	15	6
14:00	7	6	0	4	0	2	0	0	7	12
14:15	19	6	3	4	0	2	1	0	23	12
14:30	10	12	1	1	1	1	3	0	15	14
14:45	11	12	0	11	0	1	1	0	12	24
15:00	3	6	1	4	0	1	0	1	4	12
15:15	9	7	1	5	1	2	1	0	12	14
15:30	15	5	1	1	0	0	11	0	27	6
15:45	27	14	0	4	2	2	3	0	32	20
16:00	9	14	0	4	0	1	0	1	9	20
16:15	8	8	1	2	1	2	0	0	10	12
16:30	9	7	1	1	1	3	3	0	14	11
16:45	11	13	1	7	0	2	0	0	12	22
17:00	7	6	0	4	1	1	0	1	8	12
17:15	17	5	0	3	2	1	2	0	21	9
17:30	16	6	0	10	1	2	4	0	21	18
17:45	21	6	0	4	3	0	0	0	24	10
18:00	12	6	0	4	1	0	2	0	15	10
18:15	15	6	0	2	2	4	3	0	20	12
18:30	13	5	2	2	3	3	2	0	20	10
18:45	23	4	1	0	3	0	3	1	30	5
19:00	13	9	0	4	4	2	1	0	18	15
19:15	10	8	1	6	2	0	0	2	13	16
19:30	8	6	0	8	3	2	0	0	11	16
19:45	3	8	0	5	0	4	0	0	3	17
20:00	8	6	0	10	1	0	0	0	9	16
20:15	7	21	0	9	2	8	2	1	11	39
20:30	7	10	0	3	0	3	1	0	8	16
20:45	10	10	0	5	2	6	1	0	13	21
21:00	9	10	1	3	1	4	0	0	11	17
21:15	3	6	0	7	0	3	0	0	3	16
21:30	2	8	0	7	1	4	0	0	3	19
21:45	1	6	0	9	1	0	0	0	2	15
22:00	2	6	1	2	0	2	0	0	3	10
22:15	6	10	0	5	1	2	0	0	7	17
22:30	2	6	0	0	0	0	0	0	2	6
22:45	3	9	0	4	0	7	1	0	4	20
23:00	1	12	0	5	0	3	0	0	1	20
23:15	1	6	0	0	0	0	0	0	1	6
23:30	1	5	0	1	0	0	0	0	1	6
23:45	0	10	0	0	0	2	1	0	1	12
TOTAL	**571**	**423**	**27**	**216**	**63**	**102**	**72**	**8**	**733**	**749**

Top Golf Driveway Counts
Gilbert, AZ

Friday, April 8, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	1	4	0	0	2	1	0	0	3	5
0:15	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	0	1
2:00	2	0	0	0	0	0	0	0	2	0
2:15	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	1	0	1	0
3:15	0	1	0	0	0	1	0	0	0	2
3:30	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	2	0	2	0
4:30	1	1	0	0	0	0	0	0	1	1
4:45	3	1	0	0	0	0	0	0	3	1
5:00	1	0	0	0	0	0	0	0	1	0
5:15	0	1	0	1	0	0	0	0	0	2
5:30	0	0	0	0	0	0	0	0	0	0
5:45	1	1	0	0	0	0	0	0	1	1
6:00	0	0	0	0	0	0	1	0	1	0
6:15	0	1	0	0	0	0	1	0	1	1
6:30	0	0	0	0	0	0	0	0	0	0
6:45	1	2	0	0	0	0	1	0	2	2
7:00	0	0	0	1	0	0	0	0	0	1
7:15	3	0	0	0	0	0	1	0	4	0
7:30	3	0	0	0	0	0	4	0	7	0
7:45	10	1	0	0	0	0	3	0	13	1
8:00	11	1	0	0	0	1	0	0	11	2
8:15	14	1	0	1	0	1	0	0	14	3
8:30	2	0	0	0	1	0	2	0	5	0
8:45	3	2	0	0	0	0	0	0	3	2
9:00	5	1	0	0	1	0	0	0	6	1
9:15	5	0	0	0	0	0	1	0	6	0
9:30	6	2	0	0	0	0	1	0	7	2
9:45	4	2	0	0	1	0	1	0	6	2
10:00	7	0	0	0	0	0	1	0	8	0
10:15	7	1	1	3	0	0	0	0	8	4
10:30	12	2	0	1	1	0	1	0	14	3
10:45	17	2	0	2	0	2	1	0	18	6
11:00	8	7	0	4	3	0	3	0	14	11
11:15	10	4	0	0	1	1	0	0	11	5
11:30	16	1	0	2	5	1	2	0	23	4
11:45	23	10	1	7	3	2	1	0	28	19
12:00	19	6	1	6	1	2	0	0	21	14
12:15	21	7	0	7	0	0	2	0	23	14
12:30	9	5	1	1	1	0	0	2	11	8
12:45	15	10	0	5	3	0	0	0	18	15
13:00	6	6	0	2	2	2	1	1	9	11
13:15	15	6	0	6	0	1	0	0	15	13
13:30	4	5	0	2	3	0	1	0	8	7

Top Golf Driveway Counts
Gilbert, AZ

Friday, April 8, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	16	8	0	7	2	2	2	0	20	17
14:00	16	6	0	2	1	1	0	0	17	9
14:15	12	6	0	4	4	1	0	0	16	11
14:30	8	5	0	13	1	2	0	0	9	20
14:45	18	8	1	9	0	2	0	1	19	20
15:00	6	16	1	9	1	4	1	0	9	29
15:15	11	8	0	5	0	1	0	0	11	14
15:30	16	16	0	6	0	5	2	0	18	27
15:45	28	16	1	3	5	0	3	0	37	19
16:00	10	16	0	8	0	2	4	0	14	26
16:15	19	7	0	7	2	4	6	0	27	18
16:30	14	12	1	6	0	0	4	0	19	18
16:45	15	9	0	6	2	4	1	1	18	20
17:00	11	10	0	10	2	3	2	0	15	23
17:15	17	9	0	5	2	2	1	1	20	17
17:30	26	21	0	3	1	4	6	0	33	28
17:45	38	21	1	2	0	1	3	0	42	24
18:00	30	6	3	5	10	0	2	0	45	11
18:15	31	6	1	2	6	3	1	0	39	11
18:30	37	9	0	10	0	1	4	0	41	20
18:45	27	8	2	1	3	0	2	0	34	9
19:00	23	2	0	2	2	2	0	1	25	7
19:15	29	9	1	11	10	3	1	0	41	23
19:30	29	9	0	8	2	1	1	0	32	18
19:45	30	13	0	7	1	3	2	0	33	23
20:00	18	11	0	8	4	3	2	0	24	22
20:15	23	12	0	9	4	6	2	0	29	27
20:30	27	16	0	11	3	6	5	2	35	35
20:45	8	25	0	14	2	2	3	0	13	41
21:00	20	21	2	10	1	6	1	1	24	38
21:15	19	30	0	11	0	5	0	0	19	46
21:30	22	11	0	7	2	2	0	0	24	20
21:45	8	14	0	7	4	4	0	3	12	28
22:00	7	22	0	13	2	8	0	0	9	43
22:15	16	27	0	8	0	7	0	2	16	44
22:30	5	18	0	10	1	4	1	0	7	32
22:45	5	20	0	9	1	3	0	2	6	34
23:00	10	21	0	11	0	1	0	2	10	35
23:15	7	18	0	8	0	6	0	0	7	32
23:30	8	18	0	6	1	1	0	0	9	25
23:45	8	11	1	2	0	5	0	0	9	18
TOTAL	**993**	**646**	**19**	**346**	**110**	**135**	**94**	**19**	**1216**	**1146**

Top Golf Driveway Counts
Gilbert, AZ

Saturday, April 9, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	6	18	0	7	1	3	0	0	7	28
0:15	4	6	0	4	0	0	0	0	4	10
0:30	4	15	0	3	0	2	2	1	6	21
0:45	3	12	1	3	0	0	0	0	4	15
1:00	4	8	0	2	2	3	0	0	6	13
1:15	1	4	0	1	2	1	0	1	3	7
1:30	2	5	0	0	0	0	0	0	2	5
1:45	4	9	0	0	1	5	0	0	5	14
2:00	0	2	0	0	0	4	0	0	0	6
2:15	0	0	0	0	0	0	0	0	0	0
2:30	2	0	0	0	0	0	0	0	2	0
2:45	1	0	0	1	0	0	0	0	1	1
3:00	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	2	1	2	1
3:30	0	2	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	1	0	1	0
4:30	1	0	0	0	0	0	0	0	1	0
4:45	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0
5:45	1	0	0	0	0	0	0	0	1	0
6:00	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0
6:30	1	2	0	0	0	0	0	0	1	2
6:45	3	1	0	1	0	0	2	0	5	2
7:00	0	0	0	0	0	0	0	0	0	0
7:15	3	0	0	1	0	0	0	0	3	1
7:30	3	0	0	0	0	0	0	0	3	0
7:45	5	0	0	1	1	0	1	0	7	1
8:00	20	1	0	3	0	0	3	1	23	5
8:15	14	4	0	2	1	0	9	0	24	6
8:30	9	1	0	0	2	1	1	0	12	2
8:45	20	1	0	0	0	0	3	0	23	1
9:00	8	0	0	1	2	0	2	0	12	1
9:15	11	2	0	0	1	0	3	0	15	2
9:30	14	2	0	0	1	0	0	0	15	2
9:45	18	1	0	1	0	1	2	0	20	3
10:00	18	2	2	0	0	0	4	0	24	2
10:15	12	4	1	4	1	1	3	0	17	9
10:30	16	2	2	4	1	0	2	0	21	6
10:45	25	4	0	2	2	2	2	0	29	8
11:00	21	8	0	6	3	1	1	0	25	15
11:15	17	11	0	5	2	1	2	0	21	17
11:30	23	14	0	5	2	5	1	0	26	24
11:45	32	7	1	10	4	0	2	0	39	17
12:00	17	2	0	4	2	2	0	2	19	10
12:15	19	19	0	6	4	3	4	2	27	30
12:30	16	9	0	6	0	2	0	1	16	18
12:45	28	9	1	10	2	3	1	1	32	23
13:00	13	7	0	6	0	0	2	0	15	13
13:15	22	11	1	7	1	2	2	1	26	21
13:30	25	13	1	11	1	3	0	1	27	28

Top Golf Driveway Counts
Gilbert, AZ

Saturday, April 9, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	15	15	2	9	1	2	1	0	19	26
14:00	16	8	0	13	2	5	1	0	19	26
14:15	17	18	0	4	4	5	2	3	23	30
14:30	20	9	1	5	0	3	0	0	21	17
14:45	16	17	2	8	2	1	4	0	24	26
15:00	16	9	0	5	0	2	1	0	17	16
15:15	21	16	2	12	1	3	2	1	26	32
15:30	25	13	1	5	5	3	2	2	33	23
15:45	29	16	2	9	5	2	5	0	41	27
16:00	30	19	1	5	4	2	1	1	36	27
16:15	28	18	0	7	1	1	2	1	31	27
16:30	26	10	1	8	1	3	3	0	31	21
16:45	28	20	0	12	5	4	4	0	37	36
17:00	33	15	0	5	2	8	3	1	38	29
17:15	29	25	0	15	2	0	6	1	37	41
17:30	31	17	0	12	3	7	6	0	40	36
17:45	37	14	0	5	5	6	2	1	44	26
18:00	27	21	1	10	1	5	1	1	30	37
18:15	34	17	0	16	3	5	6	0	43	38
18:30	46	8	0	11	5	5	4	1	55	25
18:45	30	17	0	19	3	3	3	0	36	39
19:00	41	14	1	2	2	3	4	1	48	20
19:15	33	25	0	15	3	5	3	1	39	46
19:30	42	13	0	12	2	3	5	0	49	28
19:45	24	20	1	11	5	8	1	0	31	39
20:00	28	7	1	17	6	5	0	1	35	30
20:15	20	13	0	10	2	4	3	0	25	27
20:30	18	22	0	6	5	2	1	1	24	31
20:45	26	11	0	15	1	8	2	0	29	34
21:00	21	22	2	12	0	2	2	0	25	36
21:15	18	16	0	10	4	6	0	1	22	33
21:30	18	18	1	3	3	4	3	2	25	27
21:45	19	30	0	11	2	5	2	1	23	47
22:00	14	16	2	19	0	4	0	1	16	40
22:15	7	14	1	17	3	1	0	0	11	32
22:30	9	21	0	8	3	4	1	0	13	33
22:45	14	15	0	5	2	4	1	3	17	27
23:00	11	17	0	14	2	3	0	2	13	36
23:15	8	22	0	7	2	4	0	0	10	33
23:30	15	23	0	12	3	3	0	2	18	40
23:45	9	11	1	12	2	2	0	0	12	25
TOTAL	**1415**	**890**	**33**	**530**	**146**	**200**	**144**	**41**	**1738**	**1661**

Top Golf Driveway Counts
Gilbert, AZ

Sunday, April 10, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
0:00	7	12	1	10	1	4	0	1	9	27
0:15	5	24	3	9	0	4	3	0	11	37
0:30	4	14	0	7	1	3	0	1	5	25
0:45	4	11	0	4	1	0	0	0	5	15
1:00	7	13	0	11	0	3	0	0	7	27
1:15	3	11	0	5	0	1	0	0	3	17
1:30	4	8	0	1	1	3	0	0	5	12
1:45	2	8	0	0	0	0	0	0	2	8
2:00	4	5	1	1	0	2	0	0	5	8
2:15	3	9	0	3	0	0	2	0	5	12
2:30	0	2	0	0	2	6	0	0	2	8
2:45	1	0	0	0	0	0	0	0	1	0
3:00	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0
4:15	2	0	0	0	0	0	0	0	2	0
4:30	1	2	0	0	0	0	0	0	1	2
4:45	1	0	0	0	0	0	0	0	1	0
5:00	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	0	0	1	0
5:45	0	1	0	1	1	0	0	0	1	2
6:00	0	0	0	0	0	0	0	0	0	0
6:15	0	1	0	0	0	0	0	0	0	1
6:30	2	2	0	0	0	0	0	0	2	2
6:45	1	0	0	1	1	0	0	0	2	1
7:00	2	0	0	1	1	0	0	0	3	1
7:15	0	0	0	0	0	0	0	0	0	0
7:30	3	0	0	0	0	0	1	0	4	0
7:45	7	2	0	0	0	0	0	0	7	2
8:00	14	2	0	0	0	0	0	0	14	2
8:15	13	1	0	1	0	1	6	0	19	3
8:30	11	0	0	0	2	1	1	0	14	1
8:45	11	1	1	1	0	1	6	0	18	3
9:00	3	0	0	2	1	1	2	0	6	3
9:15	17	1	0	0	2	0	1	0	20	1
9:30	13	1	0	0	0	0	0	0	13	1
9:45	14	0	0	0	0	3	3	0	17	3
10:00	19	10	0	2	4	0	2	0	25	12
10:15	18	3	0	3	3	1	3	0	24	7
10:30	20	3	0	6	3	4	4	0	27	13
10:45	16	4	1	3	1	0	1	0	19	7
11:00	17	6	0	5	1	0	2	0	20	11
11:15	10	3	1	7	1	3	2	1	14	14
11:30	13	5	0	12	0	1	1	2	14	20
11:45	13	4	0	3	4	0	0	0	17	7
12:00	17	13	0	8	3	0	1	0	21	21
12:15	17	5	0	2	2	9	0	0	19	16
12:30	16	6	0	8	1	3	0	0	17	17
12:45	12	3	2	3	2	4	4	0	20	10
13:00	11	9	1	5	2	3	4	0	18	17
13:15	18	8	0	6	1	1	3	0	22	15
13:30	10	10	0	16	4	3	0	0	14	29

Top Golf Driveway Counts
Gilbert, AZ

Sunday, April 10, 2016

Top Golf - Gilbert, AZ

	Santan Village Pkwy South Driveway		Santan Village Pkwy North Driveway		Ray Road West Driveway		Ray Road East Driveway		TOTAL	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
13:45	13	9	1	7	2	7	2	0	18	23
14:00	9	7	0	13	4	4	0	0	13	24
14:15	8	4	0	6	2	1	1	0	11	11
14:30	11	10	0	6	0	3	0	0	11	19
14:45	11	17	0	5	0	2	1	0	12	24
15:00	7	5	0	3	2	1	1	0	10	9
15:15	10	15	0	12	2	3	2	0	14	30
15:30	19	12	0	5	1	4	4	0	24	21
15:45	22	11	1	1	4	3	6	0	33	15
16:00	13	10	0	6	3	5	0	0	16	21
16:15	7	18	1	11	0	1	4	1	12	31
16:30	7	11	0	3	0	6	1	0	8	20
16:45	10	19	0	0	2	3	1	0	13	22
17:00	7	8	0	2	0	3	1	1	8	14
17:15	13	10	1	3	5	1	3	0	22	14
17:30	16	8	1	6	1	2	4	1	22	17
17:45	17	10	1	5	1	0	2	1	21	16
18:00	9	9	0	4	0	2	0	0	9	15
18:15	8	6	1	6	0	0	0	0	9	12
18:30	9	4	0	4	0	1	0	0	9	9
18:45	22	14	0	4	0	3	0	0	22	21
19:00	15	11	0	0	0	1	0	0	15	12
19:15	8	7	1	2	1	2	0	0	10	11
19:30	8	5	0	5	1	1	4	0	13	11
19:45	14	14	2	9	2	0	0	0	18	23
20:00	3	6	0	7	0	0	2	0	5	13
20:15	5	9	0	10	1	4	2	0	8	23
20:30	15	14	0	4	1	2	0	0	16	20
20:45	6	9	0	4	1	0	1	0	8	13
21:00	0	5	0	1	1	1	0	0	1	7
21:15	1	6	0	4	0	3	1	0	2	13
21:30	6	8	0	4	1	2	0	0	7	14
21:45	0	12	0	4	1	5	0	0	1	21
22:00	0	9	0	3	0	1	0	0	0	13
22:15	1	6	0	2	0	0	0	0	1	8
22:30	1	5	0	2	0	0	0	0	1	7
22:45	3	6	0	3	0	1	1	0	4	10
23:00	1	11	1	8	0	3	0	0	2	22
23:15	2	10	0	0	0	0	0	0	2	10
23:30	0	1	0	0	0	0	0	0	0	1
23:45	1	6	0	0	0	1	1	0	2	7
TOTAL	**725**	**600**	**22**	**331**	**85**	**147**	**97**	**9**	**929**	**1087**

Appendix B

The Lakes At El Segundo Driving Range Observation Counts

Driving Range Usage Survey

Location: The Lakes, El Segundo, CA

Date: Thursday, April 28th, 2016

	Entering			Exiting		
	Upper Level	Lower Level	TOTAL	Upper Level	Lower Level	TOTAL
6:00	0	0	0	0	0	0
6:15	2	4	6	0	0	0
6:30	2	3	5	0	3	3
6:45	0	1	1	3	3	6
7:00	1	1	2	1	2	3
7:15	3	0	3	0	1	1
7:30	0	1	1	2	0	2
7:45	3	0	3	1	0	1
8:00	6	3	9	1	0	1
8:15	3	5	8	2	3	5
8:30	2	7	9	1	1	2
8:45	2	5	7	2	1	3
9:00	6	9	15	2	2	4
9:15	2	2	4	2	3	5
9:30	3	2	5	3	8	11
9:45	9	5	14	0	3	3
10:00	1	2	3	5	5	10
10:15	2	1	3	6	4	10
10:30	1	0	1	0	8	8
10:45	1	3	4	0	4	4
11:00	1	0	1	3	0	3
11:15	4	4	8	4	8	12
11:30	0	3	3	0	1	1
11:45	2	5	7	4	1	5
12:00	2	4	6	4	3	7
12:15	3	4	7	0	3	3
12:30	0	6	6	0	8	8
12:45	6	3	9	1	5	6
13:00	0	5	5	3	6	9
13:15	4	5	9	4	5	9
13:30	1	4	5	2	3	5
13:45	2	4	6	1	6	7
14:00	2	8	10	1	1	2
14:15	1	0	1	1	4	5
14:30	4	3	7	1	7	8
14:45	7	3	10	2	4	6
15:00	2	5	7	5	4	9
15:15	7	6	13	2	2	4
15:30	0	3	3	4	5	9
15:45	9	3	12	5	5	10
16:00	2	2	4	0	7	7
16:15	2	4	6	7	3	10
16:30	3	3	6	1	1	2
16:45	4	6	10	2	3	5
17:00	10	7	17	8	3	11
17:15	2	3	5	2	5	7
17:30	3	5	8	3	5	8
17:45	3	2	5	6	1	7
18:00	0	3	3	6	5	11
18:15	5	3	8	0	1	1
18:30	1	0	1	2	5	7
18:45	1	0	1	0	2	2
19:00	0	0	0	2	0	2
19:15	2	5	7	4	5	9
19:30	0	2	2	3	0	3
19:45	4	2	6	2	3	5
20:00	3	1	4	1	3	4
20:15	0	1	1	2	3	5
20:30	3	6	9	3	2	5
20:45	3	5	8	0	4	4
21:00	0	2	2	4	2	6
21:15	0	3	3	4	0	4
21:30	1	0	1	0	4	4
21:45	2	0	2	3	5	8
22:00	1	0	1	1	0	1
22:15	0	0	0	2	1	3
22:30	0	0	0	2	5	7
22:45	0	0	0	0	0	0
TOTAL	**161**	**197**	**358**	**148**	**210**	**358**

Driving Range Usage Survey

Location: The Lakes, El Segundo, CA
Date: Sunday, May 8th, 2016

	Entering			Exiting		
	Upper Level	Lower Level	TOTAL	Upper Level	Lower Level	TOTAL
6:00	1	0	1	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	1	0	1	1	0	1
7:15	1	1	2	0	0	0
7:30	1	0	1	0	0	0
7:45	0	0	0	0	0	0
8:00	2	2	4	2	0	2
8:15	3	3	6	0	0	0
8:30	0	1	1	0	4	4
8:45	0	1	1	2	0	2
9:00	2	0	2	1	1	2
9:15	2	1	3	3	1	4
9:30	2	4	6	2	1	3
9:45	3	1	4	2	1	3
10:00	1	3	4	0	2	2
10:15	0	3	3	0	6	6
10:30	9	4	13	6	2	8
10:45	1	3	4	2	2	4
11:00	7	2	9	2	2	4
11:15	2	2	4	1	3	4
11:30	1	4	5	4	6	10
11:45	1	2	3	4	3	7
12:00	2	6	8	1	5	6
12:15	3	1	4	5	1	6
12:30	1	1	2	2	3	5
12:45	3	1	4	1	1	2
13:00	2	4	6	5	2	7
13:15	5	3	8	4	1	5
13:30	4	2	6	3	0	3
13:45	4	4	8	4	2	6
14:00	10	6	16	6	5	11
14:15	7	2	9	2	1	3
14:30	1	3	4	1	4	5
14:45	3	2	5	7	3	10
15:00	1	7	8	4	4	8
15:15	5	4	9	4	2	6
15:30	4	3	7	5	1	6
15:45	2	6	8	2	6	8
16:00	3	1	4	2	3	5
16:15	4	5	9	6	2	8
16:30	2	1	3	2	5	7
16:45	1	2	3	1	3	4
17:00	2	4	6	2	8	10
17:15	2	1	3	2	2	4
17:30	1	0	1	2	3	5
17:45	1	1	2	3	0	3
18:00	0	4	4	1	1	2
18:15	1	0	1	1	1	2
18:30	1	0	1	1	1	2
18:45	0	0	0	0	3	3
19:00	1	2	3	1	1	2
19:15	3	1	4	1	1	2
19:30	1	2	3	4	0	4
19:45	2	2	4	0	1	1
20:00	0	2	2	2	2	4
20:15	0	1	1	0	2	2
20:30	1	1	2	3	1	4
20:45	2	0	2	0	1	1
21:00	0	1	1	0	3	3
21:15	0	1	1	3	2	5
21:30	0	0	0	0	0	0
21:45	0	0	0	0	0	0
22:00	0	0	0	0	0	0
22:15	0	0	0	0	2	2
22:30	0	0	0	0	0	0
22:45	0	0	0	0	1	1
TOTAL	**125**	**124**	**249**	**125**	**124**	**249**